



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Ventura County: Judy Mikels, Ventura County • Glen Berens, Simi Valley • Carl Morhinne, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Rod Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

PLEASE NOTE SPECIAL TIME

**COMMUNITY, ECONOMIC, &
HUMAN DEVELOPMENT
COMMITTEE**

**Thursday, November 4, 2004
11:00 a.m. – 12:15 p.m.**

SCAG Offices

**818 W. 7th Street, 12th Floor
Riverside B Conference Room
Los Angeles, California 90017
213. 236.1800**

Agenda & Map Enclosed

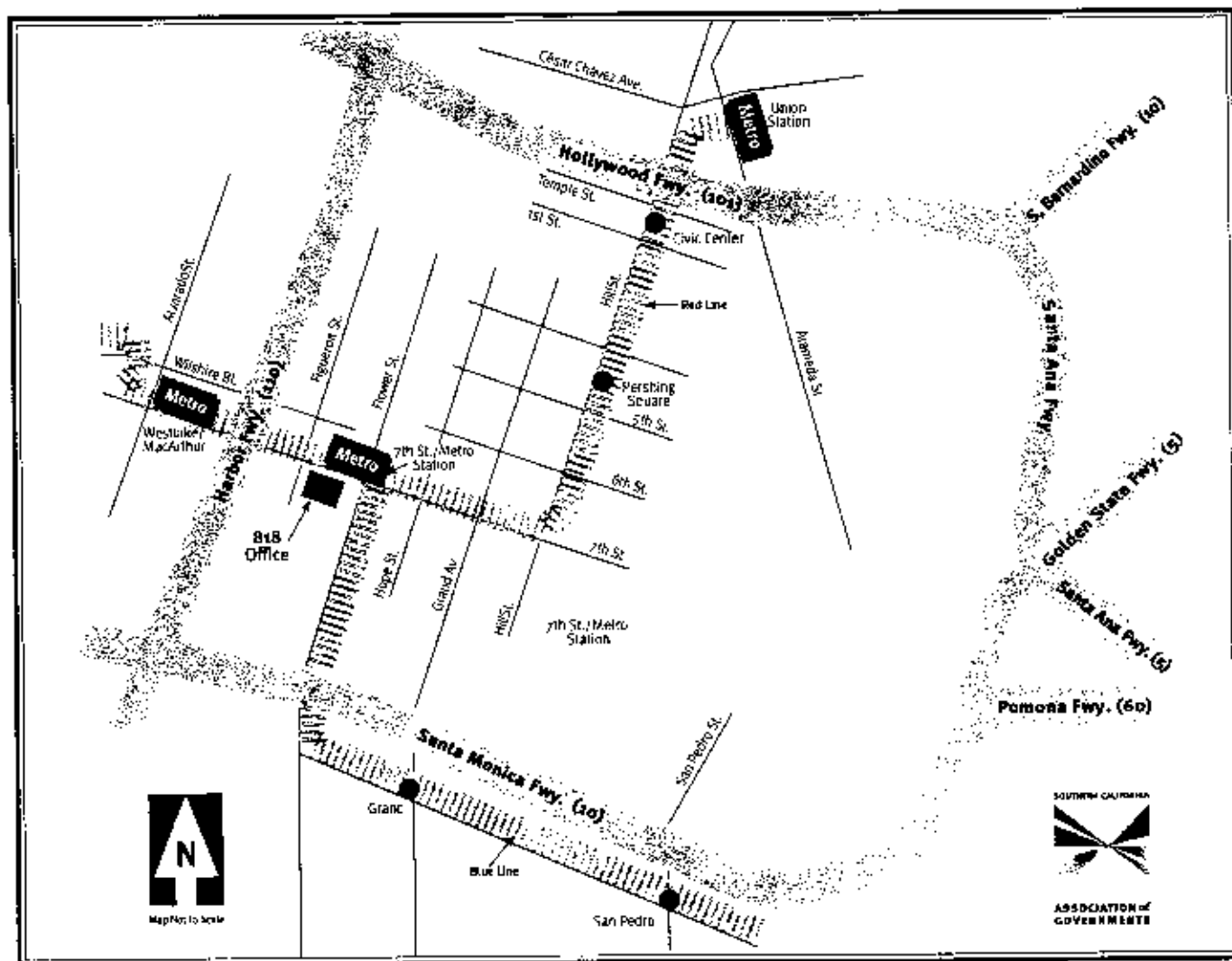
If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jacob Lieb at 213.236.1921 or lieb@scag.ca.gov

Agendas and Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

How to get to the Southern California Association of Governments



To Get to the 818 Building

- Harbor Freeway (10) Exit on 6th Street, turn right on Flower.

By Transit...

- SCAG is accessible by all Metrolink Service to Union Station. At transfer to the Metro Red Line (free transfer with Metrolink ticket) and get off at 7th and Metro Station. Metro Line Service to SCAG is also available from Alvarado Station.
- SCAG is accessible by the Blue Line. Get off at 7th and Metro Station.
- SCAG is served directly by DASH Routes A and B. Bus Service via MTA, Foothill, Santa Monica, Orange County is available to downtown. Call 1-800-Commute for details.

SCAG Main Office:

818 West 7th Street 12th Floor Los Angeles, CA 90017-3435 (213) 236-1800 fax: (213) 236-1825



ASSOCIATION OF
GOVERNMENTS

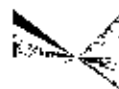
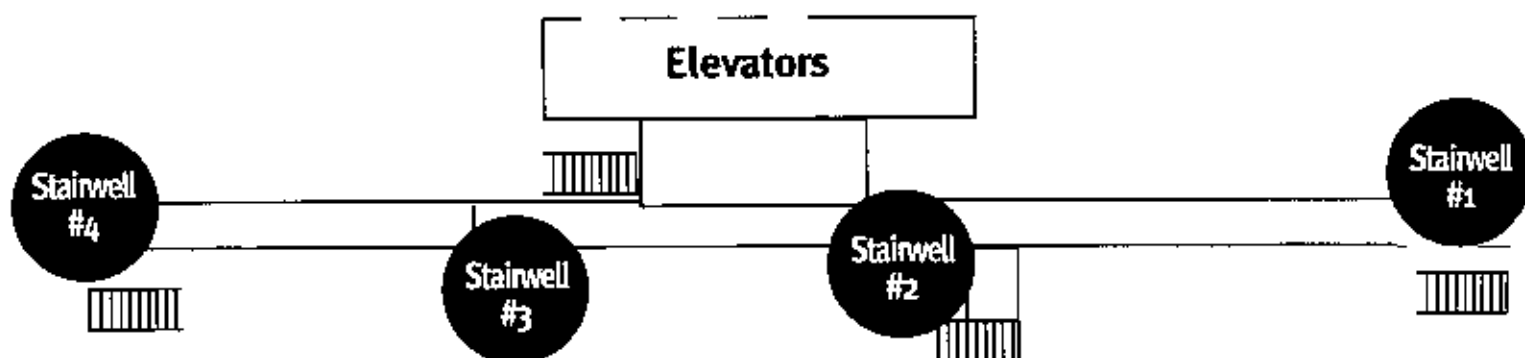
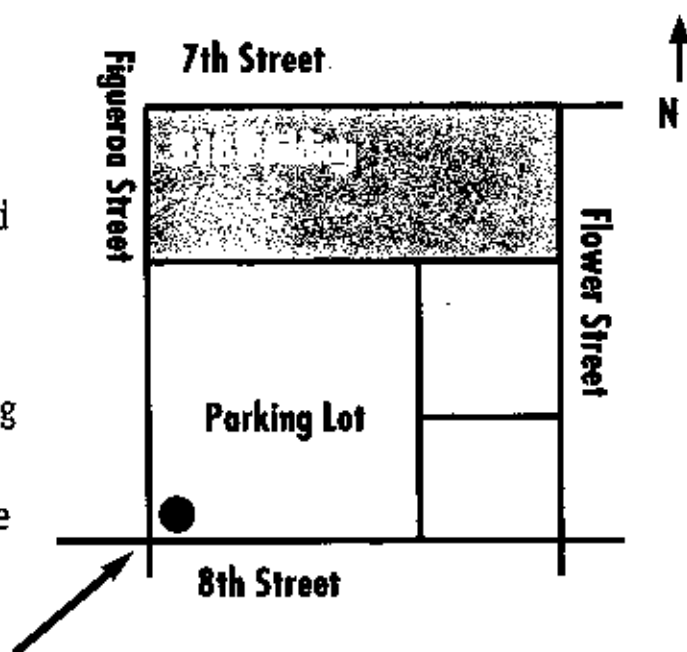
Rev. 12/03/97

Emergency Evacuation Procedures:

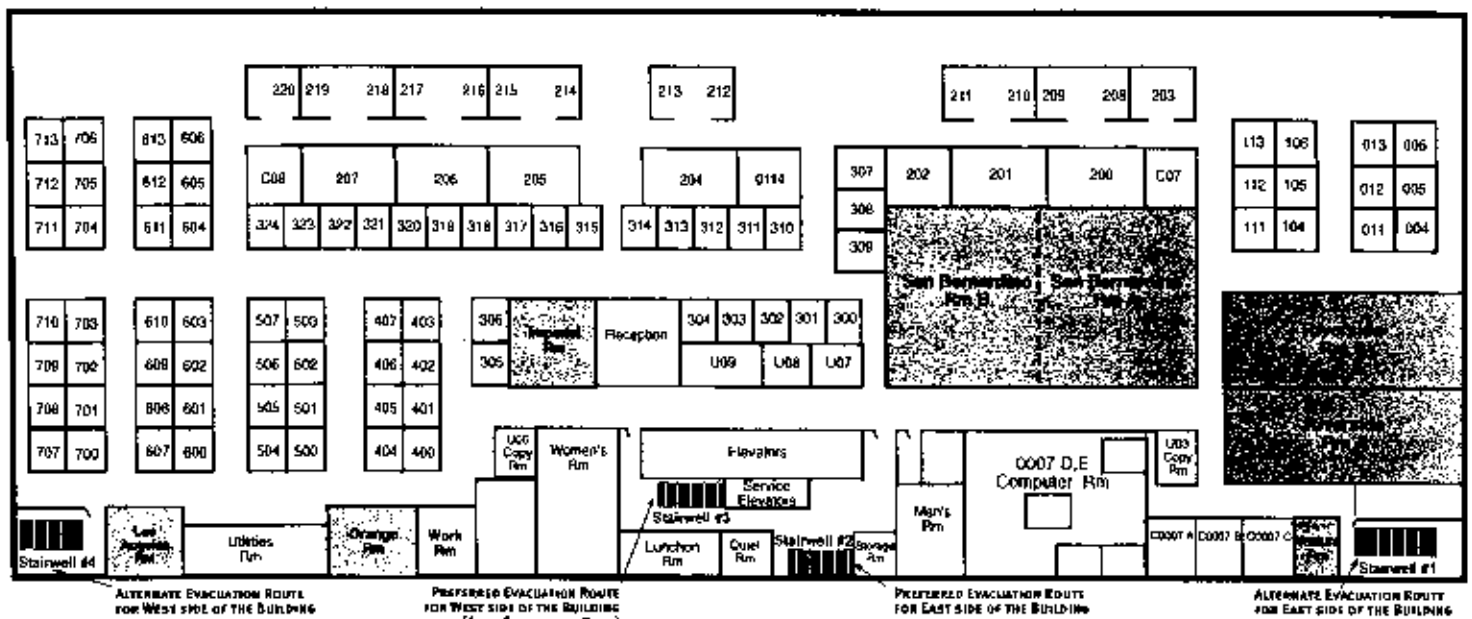
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

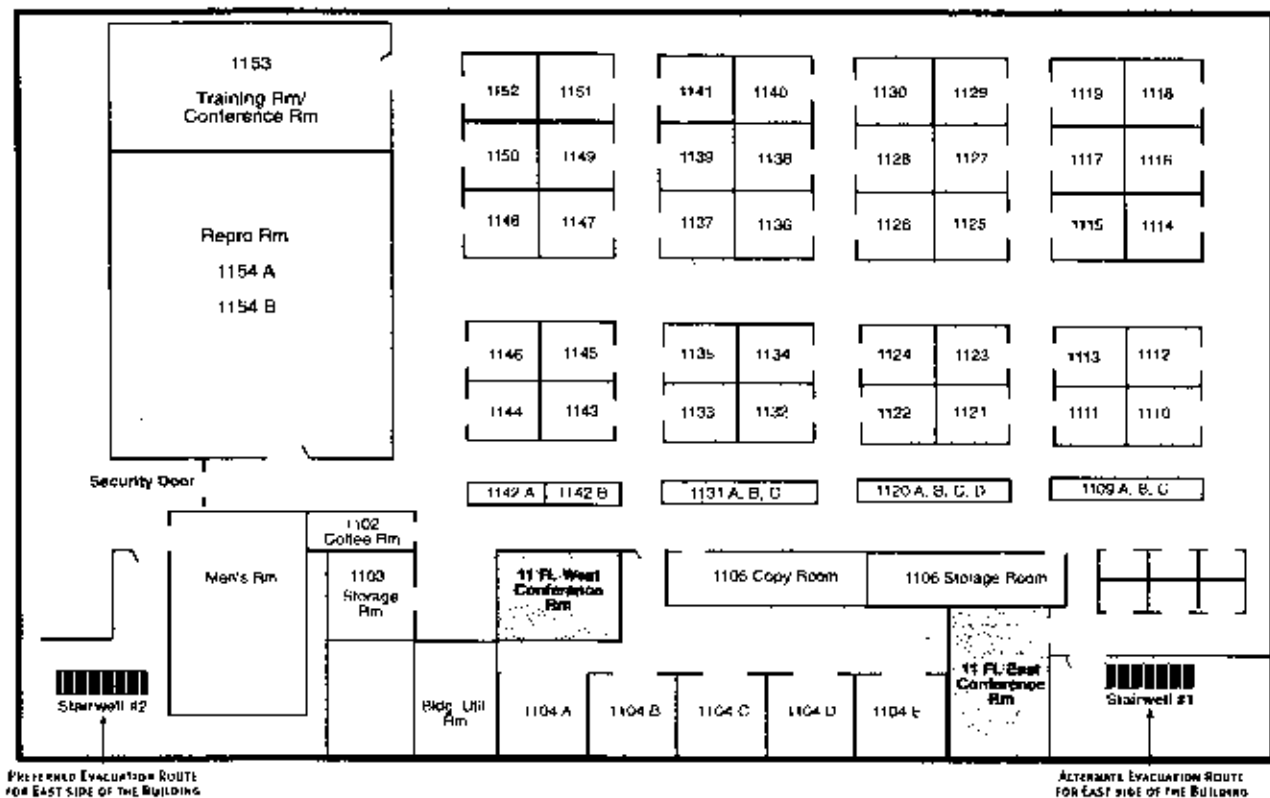
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

PAGE #

TIME

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes – October 7, 2004 01
Attachment

4.2 Receive and File

4.2.1 SCAG Legislative Matrix 05
Attachment

4.2.2 IGR Activity Report: 3rd Quarter 2004 27
Attachment

IGR Activity Report for the 3rd Quarter 2004. The Report provides information on potential development activity.

4.2.3 State and Federal End of Session Update 35
Attachment



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

PAGE #

TIME

5.0 ACTION ITEMS

5.1 Regional Housing Needs Assessment Attachment

Jacob Lieb 38
Acting Lead
Regional Planner

5 minutes

Staff will update the committee on developments affecting the conduct of the new Regional Housing Needs Assessment.

Recommended Action: Recommend that the Regional Council authorize staff to request that the regional housing need allocation process be coordinated with the Regional Transportation Plan update, as allowed under California Government Code Section 65584. This would allow SCAG to begin its RHNA process in Spring 2006.

6.0 INFORMATION ITEMS

6.1 Draft 2005 State and Federal Legislative Program **Attachment**

Tonya Gorham 40
Government
Affairs Staff

10 minutes

Staff will present the Draft 2005 State and Federal Legislative Program for the Committee's Review and input.

6.2 Draft Findings of the 2004 State of the Region Report **Attachment**

Ping Chang 52
Acting Manager
Data and Monitoring
Division, SCAG

15 minutes

Staff will present draft findings of the upcoming 2004 State of the Region Report which is scheduled to be published in January 2005.



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

		PAGE #	TIME
6.3	<u>Regional Comprehensive Plan/General Plan Follow-Up Attachment</u> Staff will update the committee on the develop- ment of the new Regional Comprehensive Plan and discuss local response to regional policies within General Plan.	Lynn Harris Manager of Community Development, and Jacob Lieb, SCAG	58 5 minutes
6.4	<u>Compass Implementation Program Report/ Land Use Opportunity Tracking System Attachment</u> Staff will demonstrate LA LOTS - lots.ucla.edu, a web-based tool to reduce infill development barriers.	Joe Carreras and Neal Richman, SCAG Lead Planner & Asst. Director, UCLA/API	66 20 minutes
7.0	<u>CHAIR'S REPORT</u>		
8.0	<u>STAFF REPORT</u>		
9.0	<u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.		
10.0	<u>ANNOUNCEMENTS</u>		
11.0	<u>ADJOURNMENT</u> The next meeting of the Community, Economic, and Human Development Committee will be held in the SCAG offices on Thursday, December 2, 2004.		



Community, Economic, & Human Development Committee

Action Minutes for October 7, 2004

The following minutes are a summary of actions taken by the Committee, Economic, & Human Development Committee. Audio recordings of the meeting may be heard in the SCAG office during office hours.

Then Community, Economic, & Human Development Committee held its meeting at the SCAG offices in Los Angeles. The meeting was called to order by Chair Deborah Robertson, Rialto. There was a quorum.

Committee Chair: Deborah Robertson, Rialto
Committee Vice Chair: Paul Bowlen, Cerritos

Members Present

Alberg, Lyle
Alexander, William
Bowlen, Paul
Cruz-Madrid, Cristina
Davert, Doug
Hofmeyer, Daryl
Mary Ann Lutz
McCarthy, Keith
McCullough, Kathryn
Mc Sweeney, Susan
Moreno Jr., Efren J.
Norby, Chris
Nowatka, Paul
Perry, Bev
Pinkard, Bedford
Yousefian, Bob

Representing

WRCOG Subregion
SANBAG Subregion
Cerritos
SGVCOG
Tustin
Paramount
Monrovia
Downey
OCCOG
Westlake Village
SGVCOG
Orange County
Torrance
Brea
Oxnard
Glendale

Members Absent

Bosworth Gary
Burgnon, Edward
Campbell, Todd
Coerper, Gil
Dispenza, Mike
Duke, Alta
Longville, Susan
Loveridge, Ronald
Perry, Jan
Poe, Marilyn
Reyes, Ed
Richardson, Laura
Robertson, Deborah
Shields, M. Jo
Szerlip, Don
White, Charles

Representing

CVAG
SANBAG
Burbank
Huntington Beach
Palmdale
La Palma
SANBAG Subregion
Riverside
Los Angeles
Los Alamitos
Los Angeles
Long Beach
SANBAG Subregion
Brawley
South Bay Subregion
WRCOG Subregion

New Members

None

Representing

Community, Economic, & Human Development Committee

Action Minutes for October 7, 2004

1.0 CALL TO ORDER

Paul Bowlen, Vice-Chair, called the meeting to order at 10:33m. Vice-Chair Bowlen acknowledged that the Committee would be losing three members in the coming months, Councilmember Bev Perry of Brea; Councilmember Keith McCarthy of Downey, and Councilmember Alta Duke of La Palma.

2.0 PUBLIC COMMENT PERIOD

Jose Andrade, resident of Los Angeles, gave a brief statement expressing his feeling that schools in disadvantaged areas have a need for better computer equipment and training to meet the state requirements for computer literacy before graduating from high school.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

Vice-Chair Bowlen stated that items 6.2 and 6.3 would be switched later in the agenda.

4.0 CONSENT CALENDAR

The following consent calendar items were approved without objection.

4.1 Approval Item

4.1.1 Minutes of the October 7, 2004 Meeting

4.2 Receive and File

4.2.1 SCAG Legislative Matrix

5.0 ACTION ITEM

5.1 There were no action items.

6.0 INFORMATION ITEMS

6.1 Report: "Logistics and Distribution: An Answer to Regional Upward Social Mobility"

John Husing, President, Economic and Politics, Inc., discussed the need to achieve upward mobility for the marginally educated population in Southern California. After some discussion Mr. Husing summarized that if the area's economic power is to be improved the economy must be freed of the constraints imposed by lack of truck, rail and airport infrastructure.

Community, Economic, & Human Development Committee

Action Minutes for October 7, 2004

6.2 General Plan Law Review

Lynn Harris, Manager of Community Development, gave a brief report on the review staff has done on the actual statutes of General Plan Law as expressed in General Plan Guidelines prepared by the Governor's Office of Planning and Research. The need to look into the detail of General Plan Law came out of discussion on implementation of the 2% strategy of the COMPASS program. Ms. Harris reported that there is no law that local governments have to adopt the Regional Plans and put them into local governments' General Plans. The Guidelines use words like "should," "might want to," "it is advisable." The Guidelines make the case that local government might be remiss if they did not consult with regional plans and may also be out of step with other agencies, such as Caltrans, which implement their plans in their jurisdictions. Ms. Harris quoted from the General Plan Law using Codes 65103 and 65080. CEHD thanked Ms. Harris and asked to receive a written report for further discussion.

6.2 Housing Element Compliance Report September 2004 Update

Rongsheng Luo, Senior Regional Planner, presented the Housing Element Compliance and Building Report. Mr. Luo stated that SCAG prepares the Housing Element report as a service to the members and policymakers. The purpose is to monitor regional progress and performance towards meeting the state housing goals for the region. This report is an update of the November 2003 report. The report contains changes since the November 2003 report and is current through August 2004.

Vice-Chair Bowlen asked for the benefit of new members to explain what the Housing Element is and what does it mean to be out of compliance. Mr. Luo replied that the Housing Element is one of the 7 elements in the General Plan and under the State Housing Element law each jurisdiction in the State is required to submit a Housing Element to the California Department of Housing and Community Development (HCD) for review. After review HCD would determine whether the housing element is in compliance. Jacob Lieb explained that if a jurisdiction is out of compliance the jurisdiction would not be eligible for state housing subsidies, though in recent years this has not been a major factor because there have not been funding available. Another major consequence is a jurisdiction being out of compliance opens themselves up to litigation from third parties, such as developers, low-income groups, etc. that can challenge the city's general plan.

Supervisor Norby asked about the Housing Need Assignment for the City of Industry and stated that he would pursue the question with staff outside the meeting.

7.0 CHAIR'S REPORT

Nothing to report.

Community, Economic, & Human Development Committee

Action Minutes for October 7, 2004

8.0 STAFF REPORT

Jacob Lieb reminded the Committee about the upcoming SCAG Economic Forecast Conference scheduled for November 18 at the Disney Concert Hall, 111 N. Grand Avenue, Los Angeles. For those members interested in registering a computer is available in the Regional Council meeting room.

Colin Lennard reported that an agreement had been reached with Department of Housing and Community Development on the RHNA dispute and SCAG has executed the agreement and now it is with HCD for their approval. Regional Housing Needs Assessment it has been agreed that HCD will not be sending any letters out to those communities that have already received compliance findings from HCD.

Jacob Lieb also passed out an announcement for a conference entitled The Entertainment Industry: City Building and the Development of Southern California to be held at The Huntington Library, 1151 Oxford Road, San Marino, Saturday, October 30, 2004. The conference is sponsored by the Los Angeles Regional Planning History group and the Huntington-USC Institute on California and the West.


9.0 FUTURE AGENDA ITEMS

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

The meeting was adjourned at 12:08 p.m. The next CEHD meeting will be held at 11:00 a.m. on Thursday, November 4, 2004 at the SCAG Office.

Action Minutes Approved by:


Lynn Harris, Manager
Community Development

MEMO

DATE: November 4, 2004

TO: The Regional Council
The Community, Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: SCAG Legislative Matrix

Attached to this memorandum is a full list of state bills and constitutional amendments followed by Government Affairs in the 2004 Legislative Session and relevant to Regional Council, CEHD, EEC, or TCC subject matter jurisdiction. Over the course of the session, many bills followed by Government Affairs did not meet constitutional deadlines and failed to advance. Several more did advance and were later enacted. All are included in the matrix for your reference.

Government Affairs staff will be presenting an end-of-session wrap-up in each committee to focus on bills that have been of greatest interest to each committee, including federal legislation. The following chart offers a quick glance at the outcome of bills and constitutional amendments on which SCAG took positions in the 2004 session.

Number and Author	Subject	SCAG Position	Final Outcome
AB 1971 (Lowenthal)	Idling and Queuing at the Ports of LA, LB	Support	Signed by Governor
AB 2158 (Lowenthal)	RHNA Reform	Support	Signed by Governor
AB 2348 (Mullin)	RHNA Reform	Support	Signed by Governor
AB 2006 (Nunez)	Electrical Restructuring	Support	Vetoed by Governor
AB 2141 (Longville)	Alluvial Fan Task Force	Support	Signed by Governor
AB 2207 (Levine)	Statistical Districts SFV	Support	Signed by Governor
AB 2628 (Pavley)	Hybrid Vehicles and HOV Lanes	Oppose	Signed by Governor
AB 2702 (Steinberg)	Second Housing Units	Oppose	Vetoed by Governor
ACA 24 (Dutra)	Prop 42 Protection	Support	Did Not Advance
ACA 29 (Harman)	Prop 42 Firewall	Support	Did Not Advance
SB 744 (Dunn)	Housing Appeals to HCD	Oppose	Did Not Advance



Only two measures on which SCAG took positions carried over from the 2003 legislative session to this year. SCA 2 (Torlakson) and SCA 7 (Murray) pertained to the local sales tax voter approval threshold and Proposition 42 fund loans respectively. SCAG supported SCA 2 if amended and supported SCA 7. Neither constitutional amendment advanced in 2004.

Private file: AirQuality

CA AB 1394	AUTHOR: Levine (D) TITLE: Air Pollution: Air Quality Standards Program FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/21/2003 ENACTED: 09/21/2004 LOCATION: Chaptered CHAPTER: 627 SUMMARY:
	<p>Expands the Carl Moyer Air Quality Standards Attainment Program to include heavy-duty fleet modernization projects that reduce emissions of NOx or particulate matter. Makes any project that replaces an old engine or vehicle with a new engine or vehicle that meets more stringent emission standards or provides the equivalent emission reductions of the replacement combined with the purchase of a specified new very-low or zero-emission vehicle, or fleet modernization project eligible for funding.</p> <p>STATUS: 09/21/2004 Signed by GOVERNOR. 09/21/2004 Chaptered by Secretary of State. Chapter No. 627 Subject: AirQuality</p>
CA AB 1971	AUTHOR: Lowenthal (D) TITLE: Air Pollution: Marine Terminals FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/12/2004 ENACTED: 09/18/2004 LOCATION: Chaptered CHAPTER: 580 SUMMARY:
	<p>Relates to requirements that each marine terminal in the state operate in a manner that does not cause the engines on trucks to idle or queue for more than 30 minutes while waiting to load or unload at the terminal. Makes several clarifying changes to those provisions regarding the application of the above requirements with respect to both idling and queuing. Requires air control districts to make a determination with regard to queuing trucks.</p> <p>STATUS: 09/18/2004 Signed by GOVERNOR. 09/18/2004 Chaptered by Secretary of State. Chapter No. 580 NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054 COMMENTARY: In 2003, SCAG supported the original Lowenthal bill that created the idling and queuing prohibition, AB 2650. Position: SCAG-Sup 04/07/2004</p>
CA AB 2042	AUTHOR: Lowenthal (D) TITLE: Ports: Port of Los Angeles: Port of Long Beach FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/17/2004 VETOED: 09/29/2004 LOCATION: Vetoed SUMMARY:
	<p>Requires the South Coast Air Quality District to establish a baseline for air quality for the Ports of Los Angeles and Long Beach. Provides the baselines would be based on data regarding emissions from oceangoing vessels, harbor craft, cargo handling equipment, rail locomotives and commercial motor vehicles. Requires the district, the two ports and the Air Resources Board to develop and enter into a memorandum of understanding to implement emission control measures at those ports.</p> <p>STATUS: 09/29/2004 Vetoed by GOVERNOR. NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054 COMMENTARY: Considered by the EEC 5/6/04 and 6/3/04. Amendment submitted to Assembly Member Lowenthal adding SCAG to the groups consulted in the MOA and including user-supported,</p>

dedicated infrastructure among possible emission control measures.

CA AB 2628	<p>AUTHOR: Pavley (D) TITLE: Vehicles: Preferential Lanes FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/20/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 725 SUMMARY: Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes. STATUS: 09/23/2004 Signed by GOVERNOR. 09/23/2004 Chaptered by Secretary of State. Chapter No. 725 Position: CALCOG-Opp, SCAG-Opp 06/03/2004</p>
CA SB 1247	<p>AUTHOR: Soto (D) TITLE: Air Pollution: Large Emission Reduction Program FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/12/2004 LAST AMEND: 06/01/2004 LOCATION: Senate Transportation Committee SUMMARY: Creates the Large Emission Reduction Program to reduce air emissions from internal combustion engines through the application of financial incentive-based programs. Creates a trust fund to provide grants to offset the incremental cost of projects that reduce oxides of nitrogen, reactive organic gases or particulate matter from on road vehicles, off-road equipment ad vehicles, locomotives, diesel marine vehicles, stationary agricultural vehicles. STATUS: 06/01/2004 From SENATE Committee on TRANSPORTATION with author's amendments. 06/01/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.</p>
CA SB 1397	<p>AUTHOR: Escutia (D) TITLE: Air Pollution: South Coast Air Quality Management FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/18/2004 LAST AMEND: 08/23/2004 LOCATION: ASSEMBLY SUMMARY: Authorizes the South Coast Air Quality Management District to adopt regulations requiring the owner or lessee of a heavy-duty motor vehicle, or non-road engine or vehicle, other than a new locomotive, to install retrofit controls to reduce air emissions if that vehicle or engine operates substantially in a rail yard and is part of a fleet of 15 or more vehicles or engines. Requires the district to establish fair share emission reduction targets and conduct public workshops. Authorizes fees. STATUS: 08/27/2004 In ASSEMBLY. Reconsideration granted. 08/27/2004 In ASSEMBLY. Read third time. Failed to pass ASSEMBLY. NOTES: Escutia Staff: William Sanchez (916) 445-3090 COMMENTARY: SB 1397 relates to air pollution and goods movement in the SCAB and SCAG regions. SCAG has statutory obligations in area of air quality in the AQMP. SB 1397 is similar to AB 1058 (Pavley), which died on concurrence in 2002 and would have taken similar steps in mobile source emissions from automobiles. SCAG did not take a position on AB 1058. Related SCAG policy can be found in the 2004 Legislative Program and in the 2004 RTP EIR/EIS.</p>

Private file: Economic Development

CA AB 1855	AUTHOR: Maze (R) TITLE: Infrastructure and Economic Development Bank FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/29/2004 ENACTED: 07/23/2004 LOCATION: Chaptered CHAPTER: 189 SUMMARY: Relates to the Bergeson-Peace Infrastructure and Economic Development Bank Act that requires the California Infrastructure and Economic Development Bank to establish criteria, priorities and guidelines for the selection of projects to receive assistance from the bank. Requires the bank to notify the Governor and the legislative fiscal and policy committees when it establishes or makes changes to the criteria, priorities and guidelines. STATUS: 07/23/2004 Signed by GOVERNOR. 07/23/2004 Chaptered by Secretary of State. Chapter No. 189
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CA AB 1998	AUTHOR: Dutton (R) TITLE: Real Investment in California's Economy Program FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/13/2004 LOCATION: Assembly Revenue and Taxation Committee SUMMARY: Provides an exemption from sales and use taxes for the gross receipts from the sale, storage, use, or other consumption of, tangible personal property purchased by a qualified person primarily in any state of manufacturing, including the generation of electricity, processing, refining, fabricating, or recycling of property, and introduced into the process. STATUS: 05/10/2004 In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.
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Private file: Energy

CA AB 2006	AUTHOR: Nunez (D) TITLE: Electrical Restructuring: Public Utilities Commission FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/13/2004 VETOED: 09/24/2004 LOCATION: Vetoed SUMMARY: Requires the Public Utilities Commission to hold a hearing to review any settlement agreement that has a certain ratepayer obligation requirement. Requires electrical corporations to file a long-term integrated resource plan. Requires the commission to submit a plan to streamline the transmission siting process. Requires the Independent System Operator to establish resource adequacy requirements to ensure generating capacity to serve load requirements and to meet peak demands. STATUS: 09/24/2004 Vetoed by GOVERNOR. Position: SCAG-Sup 09/02/2004
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CA AB 2076	AUTHOR: Dutton (R) TITLE: Personal Income and Corporation Taxes: Credits FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/17/2004 LAST AMEND: 03/22/2004 LOCATION: Assembly Revenue and Taxation Committee SUMMARY: Provides an exemption from the sales and use taxes for tangible personal property used in
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manufacturing including the generation of electricity, processing, fabricating or recycling of property. Allows a credit against taxes imposed by the personal income tax law and the corporation tax law, in an amount equal to 6% of the amount paid or incurred by the taxpayer during the taxable year for qualified property, used in the generation of electric power.

STATUS:

05/10/2004

In ASSEMBLY Committee on REVENUE AND TAXATION: Heard, remains in Committee.

Private file: Environment

CA AB 2055

AUTHOR: Wolk (D)
TITLE: General Plan Elements
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
VETOED: 09/29/2004
LOCATION: Vetoes
SUMMARY:

Provides the conservation element may include the conservation of agricultural lands. Provides the open space element, which would be renamed as a agricultural and open space element, is the component of a county or city general plan adopted by the legislative body. Provides subjects that may be included in the agricultural and open-space element.

STATUS:

09/29/2004

Vetoes by GOVERNOR.

CA AB 2251

AUTHOR: Lowenthal (D)
TITLE: Hazardous Waste Facilities Permits: Financial Assurance
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/19/2004
ENACTED: 09/24/2004
LOCATION: Chaptered
CHAPTER: 779
SUMMARY:

Requires a hazardous waste facility owner or operator intending to extend the term of the facility's permit to submit a complete application before the permit expires. Authorizes the owner or operator to to change the facility structures or equipment using a Class 1* permit if it is determined that the change is necessary to comply with state and federal laws or air quality standards. Requires a facility financial assurance be a trust fund, surety bond or other authorized assurance.

STATUS:

09/25/2004

Chaptered by Secretary of State. Chapter No. 779

Private file: Housing

CA AB 2158

AUTHOR: Lowenthal (D)
TITLE: Housing Elements: Regional Housing Need
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
ENACTED: 09/22/2004
LOCATION: Chaptered
CHAPTER: 696
SUMMARY:

Relates to city, county or city and county general plan housing element. Revises the procedures for determining shares of the existing and projected regional housing need for cities, counties and subregions at all income levels.

STATUS:

09/22/2004

Signed by GOVERNOR.

09/22/2004

Chaptered by Secretary of State. Chapter No. 696

COMMENTARY:

SCAG staff participates on the Lowenthal Working Group that crafted this bill.

Position:

CSAC-Sup, SCAG-Sup 06/03/2004

CA AB 2175

AUTHOR: Canciamilla (D)

	TITLE: Conversion of Rental Housing FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/18/2004 LAST AMEND: 04/19/2004 LOCATION: ASSEMBLY SUMMARY: Relates to the Subdivision Map Act. Provides a local ordinance, regulation or administrative action may not prohibit an owner of residential property from subdividing the property into a common interest development. Authorizes a city, county or city and county to enact an ordinance, regulation or administrative action governing the conversion of residential rental property if the local agency does not impose specified requirements. STATUS: 08/04/2004 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT without further action pursuant to JR 62(a).
CA AB 2247	AUTHOR: Salinas (D) TITLE: Local Planning FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/29/2004 LOCATION: Assembly Local Government Committee SUMMARY: Provides that a city may use an optional process to apply for and obtain all necessary approvals from a local agency formation commission for annexations for a period not to exceed 15 years if the city complies with certain conditions. STATUS: 04/29/2004 To ASSEMBLY Committee on LOCAL GOVERNMENT. 04/29/2004 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 04/29/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.
CA AB 2264	AUTHOR: Chavez (D) TITLE: General Plan: Housing Element FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/12/2004 LOCATION: Assembly Housing and Community Development Committee SUMMARY: Relates to general plan housing elements. Requires an analysis of an available governmental subsidy program relative to preservation of affordable housing, and a program to implement the policies in the housing element to also identify available private funds. Provides a city located in Los Angeles County may elect to commit 50% of the tax increment funds to the county and the county may pledge moneys for bonds for low and moderate income housing. STATUS: 04/12/2004 Withdrawn from ASSEMBLY Committee on LOCAL GOVERNMENT. 04/12/2004 Re-referred to ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT. 04/12/2004 From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT with author's amendments. 04/12/2004 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HOUSING AND COMMUNITY DEVELOPMENT.
CA AB 2348	AUTHOR: Mullin (D) TITLE: Housing Element: Regional Housing Need FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 724 SUMMARY:

Revises the criteria for the inventory of sites to require sites to be identified that can be developed for housing within the planning board to accommodate that portion of a city's or county's share of regional housing need for all income levels. Expands the relocation assistance available to persons displaced by sites identified for substantial rehabilitation. Revises the requirements that may be imposed on a development project that contributes to the housing need.

STATUS:

09/23/2004

Signed by GOVERNOR.

09/23/2004

Chaired by Secretary of State. Chapter No. 724

COMMENTARY:

SCAG Staff participates in the Lowenthal Working Group that drafted AB 2348.

Position:

CSAC-Pending, SCAG-Sup 06/03/2004

CA AB 2702

AUTHOR:

Steinberg (D)

TITLE:

Housing: Second Units

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

VETOED:

09/29/2004

LOCATION:

Vetoed

SUMMARY:

Provides that local agency ordinances, regulations or policies may not preclude or effectively preclude 2nd units unless the local agency makes certain findings. Prohibits a local agency from adopting an ordinance that requires an owner's dependent or caregiver to occupy the primary dwelling or 2nd unit or that limits occupancy based on familial status, age or other specified characteristics. Prohibits the imposition of deed restrictions or minimum unit size requirements on the 2nd unit.

STATUS:

09/29/2004

Vetoed by GOVERNOR.

Position:

CSAC-Opp, SCAG-Opp 06/03/2004

CA AB 2980

AUTHOR:

Salinas (D)

TITLE:

Housing Element: Self-Certification

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

LAST AMEND:

04/19/2004

LOCATION:

Assembly Appropriations Committee

SUMMARY:

Provides procedures whereby a city or county may elect to participate in alternative production-based certification of its housing element and would make those cities and counties eligible for specified state housing funds in the same manner as other jurisdictions.

STATUS:

05/05/2004

In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

Position:

CALCOG-Sup, CSAC-SupInConc

CA SB 744

AUTHOR:

Dunn (D)

TITLE:

Planning: Housing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/21/2003

LAST AMEND:

05/25/2004

LOCATION:

Assembly Local Government Committee

SUMMARY:

Establishes within the Department of Housing and Community Development a Housing Accountability Committee consisting of 5 appointed members to hear appeals of city, county or city and county decisions on applications for the construction of housing developments that meet specified affordability requirements.

STATUS:

06/09/2004

In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.

Position:

CSAC-Opp, League-Opp, SCAG-Opp 06/03/2004

CA SB 898

AUTHOR:

Burton (D)

TITLE:

Schoolsite Replacement Housing

FISCAL COMMITTEE:

no

URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 09/14/2004
LOCATION: Chaptered
CHAPTER: 495
SUMMARY:

Authorizes a community college district or an eligible nonprofit corporation to acquire real property to replace dwelling units displaced by a new schoolsite under the same conditions and requirements as a local governing agency. Requires that the acquisition be from a willing seller.

STATUS:

09/14/2004 Signed by GOVERNOR.
 09/14/2004 Chaptered by Secretary of State. Chapter No. 495
Position: League-Opp

CA SB 1145

AUTHOR: Burton (D)
TITLE: Tenancy
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/22/2004
ENACTED: 09/17/2004
LOCATION: Chaptered
CHAPTER: 568
SUMMARY:

Extends indefinitely existing law which requires that if a landlord increases the rent of a month-to-month tenancy in excess of 10% of the amount of the rent charged to a tenant annually, the landlord shall provide an additional 30-days' notice prior to the effective date of the increase. Modifies the list of statements a landlord must provide a tenant to delete a required statement regarding a claim of security.

STATUS:

09/17/2004 Signed by GOVERNOR.
 09/17/2004 Chaptered by Secretary of State. Chapter No. 568

CA SB 1188

AUTHOR: Chesbro (D)
TITLE: Farmworker Housing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2004
LAST AMEND: 04/22/2004
LOCATION: Senate Appropriations Committee
SUMMARY:

Requires the Department of Housing and Community Development to provide local assistance to cities, counties, or cities and counties that provide land use approval to employee housing.

STATUS:

05/20/2004 In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.

CA SB 1263

AUTHOR: Torlakson (D)
TITLE: Development Projects: Mandatory Approval
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LOCATION: Senate Local Government Committee
SUMMARY:

Requires a public agency to approve a development project that is consistent with certain specific plans approved on or after July 1, 2004, unless the agency finds that approval would result in a specific adverse effect upon the public health or safety that cannot feasibly be mitigated or avoided.

STATUS:

02/26/2004 To SENATE Committees on LOCAL GOVERNMENT and ENVIRONMENTAL QUALITY.
Position: CSAC-Pending

CA SB 1592

AUTHOR: Torlakson (D)
TITLE: Local Planning
FISCAL COMMITTEE: yes

URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 06/09/2004
LOCATION: Assembly Local Government Committee
SUMMARY:

Requires each city and each county to adopt or amend an infill ordinance or a specific plan for infill development that identifies potential infill sites and specifies appropriate zoning to encourage infill development on vacant and underutilized parcels. Requires the infill ordinance or specific plan to provide at least 5 incentives for infill housing from a specified list of 10 incentives. Requires each city and county to comply within a certain time period.

STATUS:
 06/16/2004 In ASSEMBLY Committee on LOCAL GOVERNMENT: Not heard.
Position: CSAC-Pending

CA SB 1818

AUTHOR: Hollingsworth (R)
TITLE: Density Bonuses
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
ENACTED: 09/29/2004
LOCATION: Chaptered
CHAPTER: 928
SUMMARY:

Relates to the Planning and Zoning Law which requires, when a housing developer proposes a development, that the city or county provide the developer with a density bonus or other incentives for the production of lower income housing units if the developer meets certain requirements. Requires that the local government provide a density bonus, incentives or concessions for the production of housing or child care facilities.

STATUS:
 09/30/2004 Chaptered by Secretary of State. Chapter No. 928

Private file: LocalFinance

CA ACA 5

AUTHOR: Cogdill (R)
TITLE: Local Government Finance: Property Tax Revenue
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/11/2002
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes a constitutional amendment to modify property tax reduction and transfer requirements, for the 2004-05 fiscal year and each fiscal year thereafter, by prohibiting the total amount allocated to a county's Educational Revenue Augmentation Fund from exceeding the applicable percentage, set forth in a specified schedule, of the total amount allocated to that fund for the 2002-03 fiscal year.

STATUS:
 05/28/2003 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
 05/28/2003 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
Position: CSAC-Sup, League-Sup

CA SB 1212

AUTHOR: Ducheny (D)
TITLE: Local Government Finance
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/11/2004
LAST AMEND: 06/28/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Provides that beginning with the 2005-06 fiscal year, an indefinite offset of the vehicle license fee by 67.5% and eliminates reimbursement payments to counties and cities that are required under the Vehicle License Fee Law. Requires each county and city annually receive, beginning with the 2005-06 fiscal year, a defined base amount. Reduces these payments if the vehicle license fee is increased.

STATUS:

08/12/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES: Moreno Ducheny Staff; Mark Stivers (916) 445-8740

COMMENTARY:

The 2004 Legislative Program calls for SCAG to monitor local finance legislation via groups like the League of California Cities to preserve SCAG resources. SB 1212 attempts to minimize the fiscalization of land use, a traditional SCAG issue. SCAG opposed AB 1221 (Steinberg) in 2003 that would have effected a tax swap to stabilize the tax base.

CA SB 1312 **AUTHOR:** Hollingsworth (R)
TITLE: Historical and Cultural Resources
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LOCATION: Senate Natural Resources and Wildlife Committee
SUMMARY:
 Appropriates an unspecified sum to the Department of Parks and Recreation for allocation for the purpose of recovering, restoring, or rebuilding significant historical and cultural buildings, resources, or artifacts affected by the Southern California wildfires of 2003 in any of the affected Counties of Los Angeles, Riverside, San Bernardino, San Diego, or Ventura.
STATUS:
 04/13/2004 In SENATE Committee on NATURAL RESOURCES AND WILDLIFE: Not heard.

CA SCA 9 **AUTHOR:** Brulte (R)
TITLE: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2003
LAST AMEND: 07/29/2004
LOCATION: ASSEMBLY
SUMMARY:
 Proposes an amendment to the Constitution to make nonsubstantive changes related to authorizing funds in the Public Transportation Account in the State Transportation Fund to be loaned to the General Fund under specified conditions.
STATUS:
 08/16/2004 Withdrawn from SENATE Committee on RULES.
 08/16/2004 In SENATE. Read third time. Adopted by SENATE. *****To ASSEMBLY.

Private file: SCAG

CA AB 1065 **AUTHOR:** Longville (D)
TITLE: Local Sales and Use Taxes: County Rate
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/20/2003
LAST AMEND: 05/12/2003
LOCATION: Senate Revenue and Taxation Committee
SUMMARY:
 Authorizes a county to impose a sales and use tax under the Bradley-Burns Uniform Local Sales and Use Tax Law at a rate of either 1.25% or 1.5%. Requires county ordinances that imposes taxes under the law to include a provision that requires a county to adhere to the voter-approval requirements of a specified provision of the California Constitution.
STATUS:
 06/23/2004 In SENATE Committee on REVENUE AND TAXATION: Failed passage.
 06/23/2004 In SENATE Committee on REVENUE AND TAXATION: Reconsideration granted.

CA AB 2207 **AUTHOR:** Levine (D)
TITLE: Statistical Districts: San Fernando Valley
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/18/2004
ENACTED: 07/19/2004
LOCATION: Chaptered

CHAPTER: 181**SUMMARY:**

Requires any state agency or department that develops and maintains data and statistics on the municipal level, to make a separate breakdown of the San Fernando Valley, in the preparation and maintenance of any statistical analyses by city. Authorizes state agencies to require the City of Los Angeles to provide all necessary data. Provides for an alternative method be used to determine the separate breakdown if a tax area code is used in the analysis.

STATUS:

07/20/2004 Chaptered by Secretary of State. Chapter No. 181

COMMENTARY:

The statistical data that will be provided as the result of enactment of AB 2207 will assist SCAG's planning efforts.

Position: SCAG-Sup 04/02/2004

CA AB 2934

AUTHOR: Benoit (R)**TITLE:** Public Agencies: Joint Powers Agencies**FISCAL COMMITTEE:** no**URGENCY CLAUSE:** no**INTRODUCED:** 02/20/2004**LOCATION:** ASSEMBLY**SUMMARY:**

Amends existing law authorizing two or more public agencies, if authorized by their legislative bodies, to enter an agreement to jointly exercise any power common to the two agencies.

STATUS:

02/20/2004 INTRODUCED.

COMMENTARY:

As a JPA, SCAG is already authorized by law to enter joint exercise agreement. This is a spot bill; monitoring for further developments.

Private file: SolidWaste

CA AB 1873

AUTHOR: Hancock (D)**TITLE:** Solid Waste: Recycling Market Development**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/03/2004**ENACTED:** 09/14/2004**LOCATION:** Chaptered**CHAPTER:** 500**SUMMARY:**

Extends the operation and repeal of the Recycling Market Development Revolving Loan Program, including the extension of the operation and repeal of the continuously appropriated subaccount thereby continuing the effect of the program indefinitely.

STATUS:

09/14/2004 Signed by GOVERNOR.

09/14/2004 Chaptered by Secretary of State. Chapter No. 500

Position: CSAC-Watch

CA SB 537

AUTHOR: Romero (D)**TITLE:** Solid Waste: Los Angeles County Sanitation**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/20/2003**LAST AMEND:** 06/09/2004**LOCATION:** Assembly Local Government Committee**SUMMARY:**

Prohibits the siting of a new materials recovery facility designed to receive greater than 4,000 tons per day within Los Angeles County prior to 2015. Requires the board of directors of each sanitation district in the county to adopt a final annual budget within prescribed categories. Requires the board to deposit at least a certain amount of money annually into the district's Air Pollution Mitigation Fund for projects upon agreement with the South Coast Air Quality Control Board.

STATUS:

06/23/2004 In ASSEMBLY Committee on LOCAL GOVERNMENT: Heard, remains in Committee.

Position: CSAC-Watch, League-Opp

Private file: Transit

CA AB 1320 **AUTHOR:** Dutra (D)
TITLE: Transit Village Plan: Design
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 05/19/2004
LOCATION: Chaptered
CHAPTER: 42
SUMMARY:
 Relates to the Transit Village Development Planning Act. Requires the transit village plan to include all land within not less than 1/4 mile of the exterior boundary of the parcel on which is located a transit station that would be defined by this legislation to mean a rail station, ferry terminal, bus hub, or bus transfer station. Requires the plan to include any 5 of the specified demonstrable public benefits.
STATUS:
 05/20/2004 Chaptered by Secretary of State. Chapter No. 42
Subject: HS-Rail, Housing, Transit

CA SB 1759 **AUTHOR:** Denham (R)
TITLE: Transportation: Finance
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 04/01/2004
LOCATION: Senate Transportation Committee
SUMMARY:
 Deletes the requirement that money deposited in the State Highway Account in the State Transportation Fund that is not subject to constitutional requirements to be used for any transportation purpose be transferred to the Public Transportation Account in the State Transportation Fund. Includes money derived from the sale of buildings and other real property within the description of items not subject to constitutional requirements.
STATUS:
 04/27/2004 In SENATE Committee on TRANSPORTATION: Failed passage.
 04/27/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted.
Position: CALCOG-Sup

Private file: Transportation

CA AB 204 **AUTHOR:** Nation (D)
TITLE: Motor Vehicles: Environmental Impacts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/28/2003
LAST AMEND: 01/22/2004
LOCATION: Senate Transportation Committee
SUMMARY:
 Establishes a new subaccount, the Motor Vehicle Mitigation subaccount, within the San Francisco Bay Area Conservancy Program account. Authorizes the conservancy to request the Department of Motor Vehicles to collect a fee upon the registration or renewal of a motor vehicle in certain counties. Requires the use of funds for projects and grants in those counties that prevent, reduce, remediate or mitigate the adverse impacts of motor vehicles.
STATUS:
 06/29/2004 In SENATE Committee on TRANSPORTATION: Failed passage.
 06/29/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted.
Subject: Environment, Revenue/Bond, Transport

CA AB 775 **AUTHOR:** Parra (D)
TITLE: Highways: Federal Funding of Safety Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/19/2003

LAST AMEND: 05/24/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Changes the repeal date after which time the federal transportation funds received by the State would be spent for highway purposes other than projects for bicycle and pedestrian safety and traffic calming measures in high-hazard areas. Extends the operation of provisions requiring the Department of Transportation to establish and administer a Safe Routes to School construction program and to use federal funds therefor.

STATUS:

05/24/2004 From SENATE Committee on TRANSPORTATION with author's amendments.

05/24/2004 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Position: CSAC-Pending

CA AB 1663

AUTHOR: Dutra (D)
TITLE: Vehicle Additional Registration Fees
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
ENACTED: 09/14/2004
LOCATION: Chaptered
CHAPTER: 514
SUMMARY:

Relates to the additional fees charged on all commercial motor vehicles for vehicle registration used for vehicle theft crime programs, to extend the repeal date for such fees. Requires each participating county to issue a fiscal year-end report to the Controller, summarizing certain matters. Provides if a county fails to submit the report, the authority to collect the fee would be suspended. Requires the review of such reports to determine if the fee revenues are being utilized as required.

STATUS:

09/14/2004 Signed by GOVERNOR.

09/14/2004 Chaptered by Secretary of State. Chapter No. 514

Position: League-Sup

CA AB 2024

AUTHOR: Bermudez (D)
TITLE: Ports: Transportation Network
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
ENACTED: 09/29/2004
LOCATION: Chaptered
CHAPTER: 941
SUMMARY:

Requires the ports of Los Angeles and Long Beach to evaluate changes in goods movement network to gauge adherence by these ports to certain state goals relative to utilization of and congestion at ports and to collect statistics regarding compliance with federal, state and local efforts to achieve certain related objectives and to report to the Business, Transportation and Housing Agency, the Office of Goods Movement and the legislative committees on transportation.

STATUS:

09/30/2004 Chaptered by Secretary of State. Chapter No. 941

NOTES: Bermudez Staff: Paul Gonsalves (916) 319-2056

COMMENTARY:

Similar to AB 2041 (Lowenthal).

CA AB 2032

AUTHOR: Dutra (D)
TITLE: HOT Lanes: Demonstration Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
ENACTED: 09/09/2004
LOCATION: Chaptered
CHAPTER: 418
SUMMARY:

Authorizes the San Diego Association of Governments, the Sunol Smart Carpool Lane Joint

Powers Authority, the Santa Clara Valley Transportation Authority and the Alameda County Congestion Management Agency to undertake value pricing programs involving various HOT lanes under the jurisdiction of these sponsoring agencies. Requires a portion of the funding from tolls to be used for construction of high-occupancy vehicle facilities and the improvement of transit services.

STATUS:

09/09/2004

Signed by GOVERNOR.

09/09/2004

Chaptered by Secretary of State. Chapter No. 418

Position:

CALCOG-Sup

CA AB 2041

AUTHOR:

Lowenthal (D)

TITLE:

Ports: Congestion

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2004

LAST AMEND:

05/06/2004

LOCATION:

Senate Appropriations Committee

SUMMARY:

Establishes the Port Congestion Management District governed by a board consisting of members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. Requires the board to establish a charge for the privilege of transporting cargo by commercial motor vehicle into or out of the Port of Los Angeles or the Port of Long Beach. Establishes a Port Congestion Management Fund. Requires certain reports from such ports.

STATUS:

08/12/2004

In SENATE Committee on APPROPRIATIONS: Not heard.

NOTES:

Lowenthal Staff: Josh Tooker (916) 319-2054

COMMENTARY:

Similar to AB 2024 (Bermudez).

CA AB 2043

AUTHOR:

Lowenthal (D)

TITLE:

Maritime Port Strategic Master Plan Task Force

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

02/17/2004

ENACTED:

09/29/2004

LOCATION:

Chaptered

CHAPTER:

942

SUMMARY:

Requires the California Marine and Intermodal Transportation System Advisory Council to meet on an unspecified basis, hold public hearings, and compile data on certain issues relating to the growth and congestion of maritime ports. Requires the council to compile specified information and submit its findings to the Legislature on methods to better manage that growth and the environmental impact of moving goods through ports.

STATUS:

09/30/2004

Chaptered by Secretary of State. Chapter No. 942

NOTES:

Lowenthal Staff: Josh Tooker (916) 319-2054

CA AB 2366

AUTHOR:

Dutra (D)

TITLE:

Bay Area State-Owned Toll Bridges: Financing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/19/2004

LAST AMEND:

08/26/2004

LOCATION:

SENATE

SUMMARY:

Deletes the statutory cost estimates for the various bay area bridges. Requires the Bay Area Toll Authority to provide an amount of toll revenues to the department for the award of the low bid received on May 26, 2004, for the self-anchored suspension bridge element of the new east span of the San Francisco-Oakland Bay bridge. Repeals the toll bridge surcharge provisions. Requires the Department of Transportation to transfer certain funds to the authority.

STATUS:

08/28/2004

Withdrawn from ASSEMBLY Committee on TRANSPORTATION.

08/28/2004

In ASSEMBLY. Ordered returned to SENATE. *****To SENATE. In SENATE. Held at Desk.

CA AB 2372	AUTHOR: Correa (D) TITLE: State Transportation Improvement Program FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 04/20/2004 LOCATION: Assembly Transportation Committee SUMMARY: Relates to the State Transportation Improvement Program. Requires a regional agency requesting a reserve of funds in a future county share period to identify the year in which a transportation capital improvement project will be programmed. STATUS: 04/26/2004 In ASSEMBLY Committee on TRANSPORTATION: Not heard. NOTES: Correa Staff: John Scribner (916) 319-2069 COMMENTARY: Sponsored by OCTA; opposed by VCTC.
CA AB 2456	AUTHOR: Spitzer (R) TITLE: Regional Transportation Improvement Programs FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/19/2004 LAST AMEND: 05/04/2004 LOCATION: Assembly Appropriations Committee SUMMARY: Authorizes a transportation planning agency or county transportation commission to request and receive an portion of it s regional improvement fund expenditures for the purpose of project planning, programming and monitoring, such entities not receiving federal metropolitan planning funds may request and receive a larger portion for those expenditures. Provides the amount of funds that may be requested and received for project development and delivery. STATUS: 05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee. NOTES: Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071 COMMENTARY: Sponsored by OCTA; spot bill.
CA AB 2628	AUTHOR: Pavley (D) TITLE: Vehicles: Preferential Lanes FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/20/2004 ENACTED: 09/23/2004 LOCATION: Chaptered CHAPTER: 725 SUMMARY: Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes. STATUS: 09/23/2004 Signed by GOVERNOR. 09/23/2004 Chaptered by Secretary of State. Chapter No. 725 Position: CALCOG-Opp, SCAG-Opp 06/03/2004
CA AB 2847	AUTHOR: Oropeza (D) TITLE: Gasoline and Motor Vehicle Diesel Fuel Fee FISCAL COMMITTEE: yes URGENCY CLAUSE: yes INTRODUCED: 02/20/2004 LAST AMEND: 04/27/2004 LOCATION: Assembly Appropriations Committee

SUMMARY:

Imposes a fee of an unspecified amount on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. Provides the revenues from the fee would be deposited in the Highway Fee Fund created by the bill. Requires revenues from the fee to be used only to finance the maintenance, operation and improvement of the state highway and local street and road system.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES:

Oropeza Staff: Andrew Antwih (916) 319-2093

COMMENTARY:

Consistent with 2001 and 2004 RTP financing strategies in that it provides additional transportation revenue within RTP planning horizon.

Position: CALCOG-OppUnlesAmend

CA AB 2880

AUTHOR: Pavley (D)
TITLE: Vehicles: Registration: Fees: Increase
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 08/17/2004
LOCATION: Senate Third Reading File
SUMMARY:

Increases the motor vehicle registration surcharge that offsets the costs of the Carl Moyer Memorial Air Quality Standards Attainment Program for projects to reduce oxides of nitrogen from heavy-duty mobile sources and the Voluntary Accelerated Light-Duty Vehicle Retirement Program that provide incentives for the retirement of passenger motor vehicles. Requires the Sacramento Metropolitan Air Quality Management District to use the funds for air quality improvements. Relates to school buses.

STATUS:

08/17/2004 In SENATE. Read second time and amended. To third reading.

CA AB 3047

AUTHOR: Assembly Transportation Committee
TITLE: Transportation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
ENACTED: 09/21/2004
LOCATION: Chaptered
CHAPTER: 650
SUMMARY:

Authorizes the Transportation Commission to relinquish portions of certain highways to specified local agencies. Revises projects supported by the toll surcharge on bay area toll bridges. Relates to the statement on a smog certificate upon the transfer of a motor vehicle. Relates to provisions governing the traffic violation point system. Relates to the provisions governing the fee for abatement of abandoned vehicles. Relates to placards and plates for disabled persons.

STATUS:

09/21/2004 Signed by GOVERNOR.
09/21/2004 Chaptered by Secretary of State. Chapter No. 650

CA AB 3048

AUTHOR: Oropeza (D)
TITLE: Transportation: Alternate Bidding Methods
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
LAST AMEND: 08/23/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Establishes bidding requirements for a design-build procurement program for highway projects.

STATUS:

08/24/2004 Re-referred to SENATE Committees on TRANSPORTATION and APPROPRIATIONS.

CA ACA 21

AUTHOR: Bogh (R)

TITLE: Motor Vehicle Fuel Sales Tax Revenue
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/07/2004
LOCATION: Assembly Transportation Committee
SUMMARY:

Provides for a State Constitutional Amendment that would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of motor vehicle fuel sales tax revenue from the General Fund to the Transportation Investment Fund.

STATUS:

06/21/2004 In ASSEMBLY Committee on TRANSPORTATION: Failed passage.

NOTES: Spitzer Staff: Dane Wadle (pron. Wadley) (916) 319-2071

COMMENTARY:

ACA 21 restricts reallocation of Proposition 42 transportation revenues but does not prohibit reallocation. 2004 RTP calls for amendment to prohibit reallocation.

CA ACA 24

AUTHOR: Dutra (D)
TITLE: Transportation Investment Fund: Loans
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/13/2004
LAST AMEND: 04/29/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution to authorize the Legislature to loan funds in the Transportation Investment Fund to the General Fund or any other state fund or account or to local agencies, under conditions that are similar to conditions applicable to loans of revenue already in the Constitution.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

NOTES: Dutra Staff: Mr. Chris Taplo (916) 319-2020

COMMENTARY:

Similar measure to SCA 7 (Murray), a measure supported by the RC in 2003 that requires the repayment of transportation funds loaned to the General Fund with interest. 2004 RTP calls for prohibition against reallocation of transportation revenues.

Position: CALCOG-Sup, CSAC-Sup, SCAG-Sup 08/24/2004

CA ACA 29

AUTHOR: Harman (R)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 03/11/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Proposes a constitutional amendment that would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.

STATUS:

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.

05/19/2004 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.

COMMENTARY:

ACA 29 is consistent with the 2004 adopted RTP.

Position: SCAG-Sup 04/15/2004

CA SB 924

AUTHOR: Karnette (D)
TITLE: Global Gateways Development Council
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
VETOED: 09/15/2004
LOCATION: Vetoed

SUMMARY:

Establishes the Global Gateways Development Council in the Business, Transportation and Housing Agency, to review and collect data and information concerning the needs of commercial transportation and to advise the Legislature, the agency, the Transportation Commission, and regional transportation planning agencies in that regard. Requires the council to report annually to the Governor on the condition of the State's goods movement transportation system.

STATUS:

09/15/2004

Vetoed by GOVERNOR.

CA SB 1087

AUTHOR:

Soto (D)

TITLE:

Highways: Safe Routes To School Construction Program

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/05/2004

ENACTED:

09/09/2004

LOCATION:

Chaptered

CHAPTER:

392

SUMMARY:

Extends the repeal date of projects for the improvement of highway safety and the reduction of traffic congestion. Extends the operation of the Safe Routes to School construction program. Requires the department to continue to study the effectiveness of the program and to report to the Legislature by March 1, 2007.

STATUS:

09/09/2004

Signed by GOVERNOR.

09/09/2004

Chaptered by Secretary of State. Chapter No. 392

Position:

CSAC-Watch

CA SB 1210

AUTHOR:

Torlakson (D)

TITLE:

Design-Sequencing Contracts

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/10/2004

ENACTED:

09/27/2004

LOCATION:

Chaptered

CHAPTER:

795

SUMMARY:

Relates to the Department of Transportation pilot project to let design-sequencing contracts for the design and construction of not more than 12 transportation projects. Establishes a phase 2 of this pilot project. Requires the Director of Transportation to consider selecting projects that improve interregional and intercounty routes.

STATUS:

09/27/2004

Signed by GOVERNOR.

09/27/2004

Chaptered by Secretary of State. Chapter No. 795

CA SB 1507

AUTHOR:

Burton (D)

TITLE:

Transportation Financing

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/19/2004

ENACTED:

09/24/2004

LOCATION:

Chaptered

CHAPTER:

793

SUMMARY:

Relates to moneys in the State Highway Account and the State Transportation Fund pledged for issuing federal highway grant anticipation notes, defining of eligible project for purpose of accelerated construction by the State Transportation Commission, the prohibition of the State Treasurer from authorizing the issuance of notes related to federal transportation funds.

STATUS:

09/25/2004

Chaptered by Secretary of State. Chapter No. 793

CA SB 1614

AUTHOR:

Torlakson (D)

TITLE:

Motor Vehicle Fuel License Taxes: Diesel Fuel Tax

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/20/2004

LAST AMEND: 04/29/2004
LOCATION: Senate Transportation Committee
SUMMARY:

Imposes a storage tax equal to the increase in tax on each gallon of tax paid on motor vehicle and diesel fuel, in storage. Provides that a portion of the amounts collected under the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law are continuously appropriated for specified purposes.

STATUS:
 05/04/2004 In SENATE Committee on TRANSPORTATION: Not heard.
NOTES: Torlakson Staff: Robert Oakes (916) 445-6083

COMMENTARY:
 Similar to AB 2847 (Oropeza), which also imposes a gas fee. Consistent with adopted 2001 and 2004 RTP financing strategies in that it provides additional transportation revenues within the planning horizon.
Position: CALCOG-OppUnlesAmend, CSAC-Pending

CA SB 1759 **AUTHOR:** Denham (R)
TITLE: Transportation: Finance
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 04/01/2004
LOCATION: Senate Transportation Committee
SUMMARY:
 Deletes the requirement that money deposited in the State Highway Account in the State Transportation Fund that is not subject to constitutional requirements to be used for any transportation purpose be transferred to the Public Transportation Account in the State Transportation Fund. Includes money derived from the sale of buildings and other real property within the description of items not subject to constitutional requirements.
STATUS:
 04/27/2004 In SENATE Committee on TRANSPORTATION: Failed passage.
 04/27/2004 In SENATE Committee on TRANSPORTATION: Reconsideration granted.
Position: CALCOG-Sup

CA SB 1793 **AUTHOR:** McPherson (R)
TITLE: Public Contracts: Design-Build Contracting:
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 08/23/2004
LOCATION: Assembly Transportation Committee
SUMMARY:
 Expresses the intent of the Legislature to explore the use of alternative methods of financing and delivering transportation projects in the state, including design build, design sequencing and various forms of private financing, including tolls. Requires reporting, pre-project and post-project auditing of each project and to compare them to similar design-bid-build or design sequencing projects and report the results to the Legislature.
STATUS:
 08/25/2004 In ASSEMBLY Committee on TRANSPORTATION: Not heard.

CA SCA 2 **AUTHOR:** Torlakson (D)
TITLE: Local Government: Sales Taxes: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/02/2002
LAST AMEND: 02/20/2003
LOCATION: Senate Constitutional Amendments Committee
SUMMARY:
 Authorizes a county, a city and county, a local transportation authority, or a regional transportation agency, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning.
STATUS:
 07/14/2004 In SENATE Committee on CONSTITUTIONAL AMENDMENTS: Not heard.

Position:		CSAC-Opp, League-Opp, SCAG-SupIfAmend
CA SCA 7	AUTHOR:	Murray (D)
	TITLE:	Loans of Transportation Revenues and Funds
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/19/2003
	LAST AMEND:	04/28/2003
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Proposes a Constitutional amendment that requires any loan of motor vehicle fuel and vehicle-related revenues or trust funds that is not repaid within the same fiscal year in which the loan was made, or by a date not more than 30 days after the enactment date of the Budget Bill for the subsequent fiscal year, to be repaid with interest at a specified rate.
	STATUS:	
	05/20/2004	In SENATE Committee on APPROPRIATIONS: Heard, remains in Committee.
Position:		CSAC-Sup, League-Sup, SCAG-Sup
CA SCA 11	AUTHOR:	Alarcon (D)
	TITLE:	Local Government: Transactions and Use Taxes
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/26/2003
	LAST AMEND:	03/23/2004
	LOCATION:	Senate Inactive File
	SUMMARY:	Authorizes a local government authorized to incur indebtedness for infrastructure projects to incur, with the approval of 55% of its voters, indebtedness in the form of general obligation bonds to fund infrastructure projects, including construction of affordable housing for persons of very low, low, and moderate income, transportation enhancement activities, acquisitions of land for open-space use, and other infrastructure projects.
	STATUS:	
	08/09/2004	In SENATE. From third reading. To Inactive File.
Position:		CSAC-Pending, League-Sup
Private file: WaterQuality		
CA AB 1546	AUTHOR:	Simitian (D)
	TITLE:	Local Governments: Vehicle Fee for Stormwater
	FISCAL COMMITTEE:	no
	URGENCY CLAUSE:	no
	INTRODUCED:	02/21/2003
	ENACTED:	09/29/2004
	LOCATION:	Chaptered
	CHAPTER:	931
	SUMMARY:	Authorizes the City/County Association of Governments of San Mateo County to impose an annual fee of up to \$4 on motor vehicles registered within the county for a program for the management of traffic congestion and stormwater pollution within the county. Requires the Department of Motor Vehicles, if requested, to collect the fee and distribute the proceeds to the association.
	STATUS:	
	09/30/2004	Chaptered by Secretary of State. Chapter No. 931
Subject:		Revenue/Bond, Transport, Water
CA AB 2141	AUTHOR:	Longville (D)
	TITLE:	Floodplain Management: Alluvial Fan Task Force
	FISCAL COMMITTEE:	yes
	URGENCY CLAUSE:	no
	INTRODUCED:	02/18/2004
	ENACTED:	09/29/2004
	LOCATION:	Chaptered
	CHAPTER:	878
	SUMMARY:	

Requires the Director of Water Resources to establish the Alluvial Fan Task Force to review the state of knowledge regarding alluvial fan floodplains and to prepare recommendations relating to alluvial fan floodplain management. Requires the task force to develop a model ordinance on alluvial fan flooding.

STATUS:

09/29/2004

Signed by GOVERNOR.

09/29/2004

Chaptered by Secretary of State. Chapter No. 878

Position:

SCAG-Sup 09/02/2004

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MEMO

TO: Community, Economic and Human Development Committee
FROM: Jeffrey Smith, Senior Regional Planner, (213) 236 1867, e-mail: smithj@scag.ca.gov
DATE: November 4, 2004
SUBJECT: Intergovernmental Review Activity Report – 3rd Quarter 2004

Recommended Action:
Information

Summary:

SCAG's Intergovernmental Review Section (IGR) is responsible for performing a consistency review for regionally significant local plans, projects and programs with policies of the Regional Comprehensive Plan and Guide and the Regional Transportation Plan.

Attached for the Committee's information is a report on IGR activity for the Third Quarter 2004. This report also provides information on the proposed potential number of dwelling units and square footage of new development based on information received by SCAG's IGR Section.

Fiscal Impact:

The staff resources necessary for Intergovernmental Review are contained within the Fiscal Year 2004 / 2005 SCAG Budget.



**3RD QUARTER
2004**

**A QUARTERLY
SUMMARY ON IGR
SUBMITTALS AND
DEVELOPMENT
ACTIVITY IN THE
SCAG REGION**

FOR THE 3RD QUARTER
OF 2004, SCAG'S
IGR SECTION
RECEIVED, LOGGED
AND REVIEWED OVER
240 DOCUMENTS FOR
A VARIETY OF
PROJECTS, PROGRAMS
AND PLANS WITHIN THE
SIX COUNTY SCAG
REGION.

ON AVERAGE, SCAG'S
IGR SECTION
RECEIVES OVER 650
DOCUMENTS EACH
YEAR.

IN THIS ISSUE
IGR
YEAR 2003
ACTIVITY SUMMARY
PAGE 8

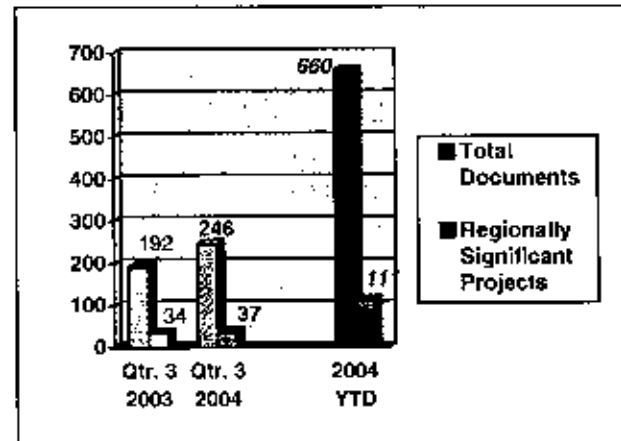
SOUTHERN CALIFORNIA

ASSOCIATION OF
GOVERNMENTS

IGR BULLETIN - 2004

3RD QUARTER – 2004: IGR ACTIVITY SUMMARY

For the 3rd Quarter of 2004, SCAG's Intergovernmental Review (IGR) Section received, logged and reviewed 246 documents for a variety of projects, programs and plans within the six County SCAG region. This is an increase in the number of documents received for the same quarter last year. In addition, there is a small increase in the number of regionally significant projects.



On average, SCAG's IGR Section receives over 650 documents each year. The graph on the left illustrates the number of total documents received and the number of regionally significant projects. The following is a summary of development activity for the 3rd Quarter of 2004.

- More than half of the documentation received for this month was from Los Angeles, Orange and Riverside Counties. The documentation was for projects related to public facilities and residential projects.

Of the total documentation received, information also included 51 development projects related to commercial, industrial mixed-use, office and residential activity. Of that total, nine projects are of regional significance. The table below shows each development type with its potential square footage and number of dwelling units. A map on page 6 shows the general location of each development type.

DEVELOPMENT TYPES	REG. SIGNIFICANT PROJECTS	NON. SIGNIFICANT PROJECTS	TOTAL SF / DU
COMMERCIAL	700,000 SF	714,518 SF	1,414,518 SF
INDUSTRIAL	0 SF	519,393 SF	519,393 SF
	387,000 SF	239,354 SF	626,354 SF
MIXED-USE	600 DU	2,441 DU	3,041 DU
OFFICE	1,565,624 SF	67,167 SF	1,632,791 SF
RESIDENTIAL	5,842 DU	2,391 DU	8,233 DU

- COMMERCIAL:** Staff received documentation on eight commercial projects. These projects represent a development potential of 1,414,518 square feet of commercial floor space. One commercial project of regional significance was received. **The Commons, El Centro** considers the development of 700,00 square feet of commercial retail space divided into individual retail stores varying in size from approximately 4,000 square feet to approximately 190,000 square feet. The proposed Project is located south of Interstate 8 north of Danenberg Road, east of Dogwood Avenue in the City of El Centro. The majority of the new commercial floor will be developed in Imperial County.
- INDUSTRIAL:** Staff received documentation on three industrial projects. These projects represent a development potential of 519,393 square feet of industrial floor area. No industrial projects or regional significance were received. The majority of the new industrial floor area will be developed in Riverside County.
- MIXED-USE:** Staff received documentation on ten mixed-use projects. These projects represent a development potential of 3,041 residential units along with 626,354 square feet of industrial/commercial/retail space. One mixed-use project of regional significance was received. (Continued on page 2)

3RD QUARTER 2004

SEE PAGES 3, 4 AND 5
FOR A SUMMARY OF
PROJECTS AND PAGE 6
FOR A MAP OF
PROJECT LOCATIONS.

3RD QUARTER — 2004: IGR ACTIVITY SUMMARY, CONT.

- **MIXED-USE (CONT.):** The **Hitch Ranch Specific Plan** considers the development of 600 residential units, up to 37,500 square feet of institutional land uses, and approximately 350,000 square feet of industrial floor area. The proposed 281-acre site is north of Poindexter Avenue and west of Casey Road in the City of Moorpark. The majority of the new mixed-used development floor area and residential units will be developed in Ventura County.
- **OFFICE:** Staff received documentation on four office projects. These projects represent a development potential of 1,632,791 square feet of floor area. Three office projects of regional significance were received. The **Long Beach Memorial Medical Center Expansion** considers a master plan for land uses and the development of specific project elements within an approximately 54-acre project area within the City of Long Beach. Specifically, the proposed Project is located at 2801 Atlantic Avenue in the City of Long Beach. The **Burbank Media Studios North Project** considers amending the current project by extending the proposed boundaries by incorporating a strip of land along Avon Street previously owned by Lockheed, totaling approximately 0.52-acres. The amendment would also expand the current development entitlement of 650,000 square feet by approximately 275,000 square feet to construct additional office and related parking facilities. The **St. Jude Medical Center Replacement Plan** considers the replacement and enhancement of the facilities at St. Jude Medical Center in the City of Fullerton. The proposed Project is intended to meet future demand for hospital facilities and to meet the current seismic safety compliance requirements for acute care buildings. Proposed improvements, which would occur in four phases over a 26-year period, include 512 beds, 940,624 square feet of building area, and 1,524 parking spaces. The majority of the new mixed-used development floor area and residential units will be developed in Orange County.
- **RESIDENTIAL:** Staff received documentation on twenty-six residential projects. These projects represent a development potential of 8,233 residential units. Four residential projects of regional significance were received. The majority of the proposed new residential units will be developed in Los Angeles County. The **Mountain Park Specific Plan** considers the development of up to 2,500 residential units; a city fire station; an elementary or middle school site; open space and a number of additional community and institutional uses. The 3,000-acre project area is located in Gypsum Canyon, south of the Riverside (SR-91) Freeway, in Orange County. The **NorthLake Specific Plan** considers a phased implementation for the development of 1,260 single-family residential units and 472 multi-family units for a total of 1,732 dwelling units. The 669.2-acre project site is located north of Castaic, east of I-5, west of Castaic Lake in Castaic, unincorporated north Los Angeles County. The **Vila Borba Project** considers the development of 631 residential units that includes 351 single-family dwelling units and 280 multiple family units. The proposed Project also includes five acres of commercial use on a 336-acres site. The proposed Project is located just west of the Chino Valley (SR-71) Freeway and south of Pine Avenue in the City of Chino Hills. The **Keystone Project** considers the development of 96 single family residential lots, 218 apartment units and 665 townhouse units for a total of 976 residential units. The proposed Project will also include a park and school. The 276-acre project site is located along the future extension of Golden Valley Road and to the north of the future Newhall Ranch Road and Golden Valley Road intersection, within the community of Canyon Country in the City of Santa Clarita.

SOUTHERN CALIFORNIA



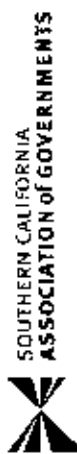
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IGR WEB PAGE

The IGR Section now has a web page. The IGR web page includes staff prepared publications describing items and projects received by the IGR Section, and other web sites that may be useful to persons seeking information about how to comply with CEQA and the CEQA Guidelines. For more information, please visit SCAG's IGR web page at www.scag.ca.gov/igr/.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

INTERGOVERNMENTAL REVIEW SECTION



PROJECT DEVELOPMENT SUMMARY

3RD QUARTER - JULY 2004

JULY												
Sub Region	Cnty	City	Project Name	Acres	Dev. Type	No. of Units	Non Res. Sq. Ft.	SCAG Number	Reg. Sig.*	Comments		
City of LA	LA	Los Angeles	1. Mayflower Gardens Senior Housing		RES	75	-	40444	N	Grant: Low income senior housing.		
City of LA	LA	Los Angeles	2. Parthenia Street Senior Housing		RES	77	-	40406	N	Grant: Low income senior housing.		
SGVCOG	LA	Glendora	3. Arboreta William Lyon Homes	27.6	RES	155	-	40343	N	Single family residential development.		
OCCOG	OR	Santa Ana	4. City Place West		MXU	242	57,700	40418	N	Res., commercial mixed use develop.		
SBCCOG	LA	Man. Beach	5. Man. Village Shopping Center		COM	-	122,200	40419	N	Commercial shopping center		
City of LA	LA	Los Angeles	6. JSM Milano Mixed-Use Project		MXU	196	10,259	40422	N	Res., commercial mix use project.		
VCCOG	VEN	Moorpark	7. Hitch Ranch Specific Plan		MXU	600	387,500	40426	Y	Res., industrial mix-use project.		
North LA	LA	LA County	8. Meadow Peak Project	452.8	RES	479	-	40432	N	Single family residential development.		
SBCCOG	LA	Hawthorne	9. Hawthorne Acacia Hotels		COM	-	200 rooms	40443	N	Hotel construction, 200 rooms.		
IVAG	IMP	El Centro	10. The Commons, El Centro		COM	-	700,000	40445	Y	Commercial shopping center		
GWCCOG	LA	Long Beach	11. Olson Co. Promenade		MXU	97	12,820	40449	N	Res., commercial mixed use develop.		
City of LA	LA	Los Angeles	12. New Dana Strand Senior Homes		RES	99	-	40482	N	Grant: Low income senior housing.		
SANBAG	SB	S. Bernardino	13. Housing for the Elderly		RES	60	-	40493	N	Grant: Low income senior housing.		
SANBAG	SB	Fontana	14. HUD 202 Senior Housing		RES	64	-	40503	N	Grant: Low income senior housing.		
City of LA	LA	Los Angeles	15. Gridley Ranch Family Housing		RES	64	-	40463	N	Affordable housing development.		
LVAOG	LA	Agoura Hills	16. Alesco Agoura Business Park		OFC	-	67,167	40464	N	Office development. Nine, two story bldgs.		
GWCCOG	LA	Long Beach	17. W. Gateway Redevelopment Project		MXU	853	15,000	40465	Y	Residential, commercial mix.		
CVAG	RIV	Riverside Co.	18. Residential Development - SP 340	52	MXU	394	22,600	40473	N	SF/MF/Commercial development.		
OCCOG	OR	Anaheim	19. Mountain Park Specific Plan	3001	RES	2,500	-	40479	Y	Single family residential development.		
SBCCOG	LA	Hawthorne	20. Three Unit Planned Development		RES	3	-	40486	N	Single family residential development.		
SANBAG	SB	Rialto	21. Wal-Mart Supercenter		COM	-	270,000	40487	N	Commercial shopping center		
GWCCOG	LA	Long Beach	22. Marina Shores East Commercial Ctr.	5.5	COM	-	70,000	40488	N	Commercial shopping center		
SANBAG	SB	Fontana	23. Res. Development (TTM#03-26)	19.54	RES	55	-	40490	N	Single family residential development.		
AVCOG	LA	S. Pasadena	24. Arroyo Oaks Senior Housing		MXU	20	6,125	40501	N	Mixed-use Senior Development.		

See Page 4 for Project/Development Locations
Bold: Signifies Projects of Regional Significance

* Per CEQA Guidelines Section 15206
 Docs #: 104007

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS INTERGOVERNMENTAL REVIEW SECTION



PROJECT DEVELOPMENT SUMMARY

3RD QUARTER - AUGUST 2004

August		Project Name		Acres	Dev. Type	No. of Units	Non Res. Sq. Ft.	SCAG Number	Reg. Sig.*	Comments
Sub Region	Cnty	City	Project Name	Acres	Dev. Type	No. of Units	Non Res. Sq. Ft.	SCAG Number	Reg. Sig.*	Comments
WRCOG	RIV	Beaumont	25. Highland Crossing Specific Plan	187	RES	408	-	40514	N	Single family residential development.
VCCOG	VEN	Oxnard	26. Residential Development		RES	156	-	40516	N	Single family residential development.
WRCOG	RIV	March Air Field	27. March Inland Port Aviation Facility	32	IND	-	305,293	40517	N	Industrial warehouse, distribution.
WRCOG	LA	W. Hollywood	28. Melrose Triangle		MXU	191	70,850	40518	N	Res., commercial mixed use develop.
WRCOG	RIV	Corona	29. Sierra Bella Specific Plan	320	RES	249	-	40531	N	Single family residential development.
North LA	LA	LA County	30. Northlake Specific Plan	590	RES	1,331	-	40541	Y	Single family residential development.
IVAG	IMP	El Centro	31. Linda Vista El Centro		RES	227	-	40548	N	Single family residential development.
SBCCOG	LA	Hawthorne	32. Res. Planned Unit Development		RES	21	-	40552	N	Single family residential development.
SANBAG	SB	Chino Hills	33. Vila Borba Project	336	RES	631	-	40556	Y	Single family residential development.
GWCCOG	LA	Long Beach	34. LB Memorial Medical Center Exp	54	OFC	-	350,000	40557	Y	Medical office facility expansion.
VCCOG	VEN	Oxnard	35. Industrial Development	5.7	IND	-	114,100	40561	N	Industrial warehouse, distribution.
WRCOG	LA	W. Hollywood	36. Sunset Olive Mixed-Use Project		MXU	138	35,000	40563	N	Res., commercial mixed use develop.
AVCOG	LA	Burbank	37. Media Studios North		OFC	-	275,000	40493	Y	Office expansion/development.
OCCOG	OR	Seal Beach	38. Village at Rossmore Center		COM	-	78,068	40568	N	Commercial shopping center
VCCOG	VEN	Oxnard	39. Residential Development	7.61	RES	41	-	40575	N	Single family residential development.
SBCCOG	LA	Hawthorne	40. Res. Planned Unit Development		RES	11	-	40578	N	Single family residential development.
SBCCOG	LA	Hawthorne	41. Res. Planned Unit Development		RES	11	-	40579	N	Single family residential development.
North LA	LA	Santa Clarita	42. The Keystone		RES	979	-	40508	Y	Single family residential development.
OCCOG	OR	Fullerton	43. St. Jude Med. Ctr. Replacement Plan		OFC	-	940,624	40509	Y	Office/Medical facility.

Sae Page 4 for Project/Development Locations
Bold: Signifies Projects of Regional Significance

* Per CEQA Guidelines Section 15206
 Docs #: 104007

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
INTERGOVERNMENTAL REVIEW SECTION**



PROJECT DEVELOPMENT SUMMARY

3RD QUARTER - SEPTEMBER 2004

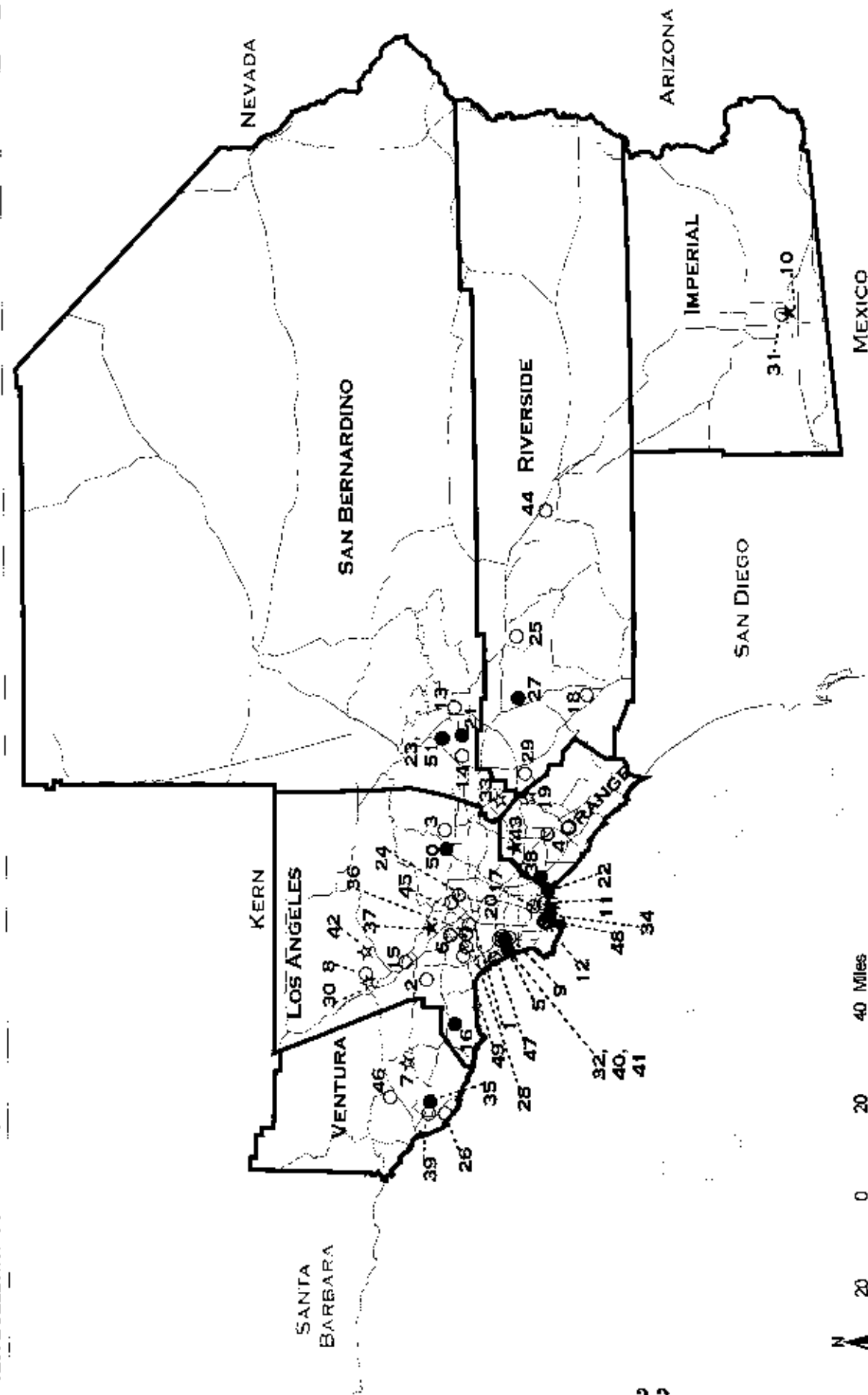
Sub Region		City	Project Name	Acres	Dev. Type	No. of Units	Non Res. Sq. Ft.	SCAG Number	Reg. Sig.*	Comments
CVAG	RIV	Palm Desert	44. Comishe of Bighorn	12	RES	38	-	40594	N	Residential townhomes.
AVCOG	LA	S. Pasadena	45. Residential Development		RES	17	-	40601	N	Condominium development.
VCCOG	VEN	Santa Paula	46. Santa Paula Family Apartments		RES	50	-	40605	N	Residential development.
City of LA	LA	Los Angeles	47. Villa Marina		MXU	310	9,000	40608	N	Res., commercial mixed use develop.
City of LA	LA	Los Angeles	48. Union Ice Expansion Project		IND	-	100,000	40614	N	Warehouse expansion.
City of LA	LA	Los Angeles	49. Wilshire Comstock Project		RES	35	-	40623	N	Condominium development.
SGVCOG	LA	Inwindale	50. Commercial Development Project		COM	-	1,250	40631	N	Commercial expansion project
SANBAG	SB	Fontana	51. Home Depot Center	14	COM	-	173,000	40644	N	Commercial development

See Page 4 for Project/Development Locations

Bold: Signifies Projects of Regional Significance

* Per CEQA Guidelines Section 15206

Docs #: 104007



PROJECT DEVELOPMENT LOCATIONS - 3RD QUARTER 2004

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS



- COMMERCIAL
- INDUSTRIAL
- MIXED-USE
- OFFICE
- RESIDENTIAL
- REGIONALLY SIGNIFICANT (COLOR DENOTES DEVELOPMENT TYPE)

**3RD QUARTER
2004**

FUNDING: THE PREPARATION OF THIS REPORT WAS FINANCED IN PART THROUGH GRANTS FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION AND THE FEDERAL TRANSIT ADMINISTRATION UNDER PROVISIONS OF THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21). ADDITIONAL FINANCIAL ASSISTANCE WAS PROVIDED BY THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION.

SOUTHERN CALIFORNIA

**ASSOCIATION of
GOVERNMENTS**

818 WEST 7TH STREET
12TH FLOOR
LOS ANGELES, CA
90017-3435

PHONE:
(213) 236-1800

FAX:
(213) 236-1962

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WWW.SCAG.CA.GOV**IGR YEAR 2004 ACTIVITY SUMMARY**

QUARTERLY ACTIVITY	1 ST QTR	2 ND QTR	3 RD QTR	4 TH QTR
TOTAL DOCUMENTS RECEIVED	197	217	246	
REGIONALLY SIGNIFICANT PROJECTS REVIEWED	31	44	37	

DOCUMENT TYPE	ALL DOCUMENTS	REG. SIG. DOCUMENTS
NOP	59	18
DRAFT EIR/EIS	44	13
IS / EA	22	3
ND / MND	61	3
PERMIT	40	0
GRANTS	20	0
TOTALS	246	37

DEVELOPMENT TYPE	ALL PROJECTS	REG. SIG. PROJECTS
COMMERCIAL	13	3
GENERAL PLAN	22	6
INDUSTRIAL	3	0
MIXED-USE	11	4
OFFICE	4	2
PUBLIC FACILITIES	119	6
RESIDENTIAL	55	9
TRANSPORTATION	19	7
TOTALS	246	37

PROJECTS BY COUNTY	ALL PROJECTS	REG. SIG. PROJECTS
IMPERIAL	5	2
LOS ANGELES	99	18
ORANGE	25	4
RIVERSIDE	47	7
SAN BERNARDINO	25	5
VENTURA	19	1
OTHER / OUTSIDE SCAG	26	0
TOTALS	246	37

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is part of the Environmental Division, within Department of Planning and Policy. The IGR Section is responsible for performing consistency review of regionally significant local plans, projects and programs with regional plans as outlined in SCAG's *Intergovernmental Review Procedures Handbook*. Projects are reviewed for consistency with the Regional Comprehensive Plan and Guide (RCPG) and the Regional Transportation Plan (RTP). A determination is made of the appropriate RCPG and RTP core and ancillary policies that apply to the specific project being reviewed. Project documents are reviewed and an assessment is made on whether the project is consistent with or supports those specific policies.

MEMO

DATE: November 4, 2004

TO: The Community Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: E. Felicia Brannon, Senior Government Affairs Officer
Phone: (213) 236-1886 E-Mail: brannon@scag.ca.gov

Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative End of Session Update

SUMMARY:

This memorandum, regarding the state budget, state bills of interest, federal bills of interest, the federal appropriations and TEA-21 reauthorization measures, and federal ethanol legislation summarizes the 2004 state and federal legislative sessions. Generally, the year was shaped by a large state budget deficit and repeated congressional delays. Transportation funding was borrowed for state General Fund uses, as in recent years, and remains uncertain in the long-term.

BACKGROUND:

State Update

State Budget

At the time of the release of the Governor's FY2004-05 budget proposal in January, the budget deficit totaled \$15 billion. Following the May Revision and weeks of negotiations, the Governor and legislative leadership agreed to a budget containing \$16.1 billion in combined two-year solutions, including loans and borrowing, fund shifts, and program savings among others.

A component of the budget was a \$1.3 billion annual diversion of local property tax revenues to the General Fund in both FY2004-05 and FY2005-06 in exchange for limits on future state diversions of local funds. Transportation funds were also used to close the budget gap. The budget suspends Proposition 42, shifting \$1.2 billion from the Transportation Investment Fund to the General Fund. Repayment is due by June 30, 2008. In the meantime, bonds backed by tribal gaming revenues will be used to repay \$183 million to the Traffic Congestion Relief Fund and \$1.2 billion in transportation loans due in FY2005-06. The passage of either Proposition 68 or 70 on November 2nd will void the compact, however, and no bonds will be issued, making the source of repayment funds unclear.



State Bills of Interest

In the CEHD, legislative interest centered on AB 2158 (Lowenthal) and AB 2348 (Mullin) regarding the Regional Housing Needs Assessment procedures, requirements and criteria. SCAG supported both bills, which embodied the compromises reached by the Housing Element Working Group (HEWG) convened by Assembly Member Lowenthal. SCAG staff participated in the HEWG. The Governor signed both bills in September.

In the EEC, AB 2006 (Nunez) on electrical restructuring drew the support of the Committee and the Regional Council. Governor Schwarzenegger, who favors further deregulation, vetoed AB 2006 despite repeated amendments to strip controversial portions from the bill. AB 2141 (Longville), which creates an Alluvial Fan Task Force to study and make recommendations regarding alluvial floodplain management, was signed by the Governor. SCAG supported AB 2141. AB 2042 (Lowenthal), which established baseline emissions at the Ports of Los Angeles and Long Beach, was vetoed. SCAG had asked Assembly Member Lowenthal to amend the bill to include SCAG in the consultation process and to use user-supported, dedicated projects to control emissions.

In the TCC, the reauthorization of TEA-21 (see below) and state transportation funding (see above) were of primary concern. Constitutional amendments ACA 24 (Dutra) and ACA 29 (Harman), regarding Proposition 42 protections, did not advance, but AB 2628 (Pavley), authorizing the use of HOV lanes by certain hybrid vehicles, was enacted and signed by the Governor. SCAG opposed AB 2628.

Federal Update

Appropriations

Both houses of Congress approved a stopgap spending measure to fund all federal programs through the first seven weeks of the 2005 fiscal year. The "continuing resolution" (CR) allows Congress to recess before the November 2, 2004 election only to return for a post-election lame-duck session starting November 15, 2004. The CR extends funding levels based on FY 2004 terms and conditions, and spending rates. As it currently stands, the Transportation-Treasury bill will more than likely become a part of an omnibus bill for FY 2005 spending.

New Starts rail projects that have Full Funding Grant Agreements (FFGA) or that are expected to sign an FFGA within the next six months were the only earmarks. Of the projects listed in the SCAG Six County Appropriations Request list for FY 2005, the only project that received an earmark was the Los Angeles County Metropolitan Transportation Authority Eastside Light Rail Transit Project for \$60 million. This is because no highway projects were earmarked. It was understood that highway earmarks were to be dealt with at a later time.

Both the House and the Senate are due to return to Washington after the election for a lame-duck session, at which time the Transportation-Treasury Appropriations bill will be discussed in Conference.

Reauthorization of TEA-21

Faced with the prospect of losing some \$1.8 billion in fiscal year 2004 obligation authority as the fiscal year ended, and unable to reach agreement on a multi-year reauthorization, Congress approved a sixth temporary extension (HR 5183) of TEA-21, to maintain federal transportation programs through May 31, 2005. Addressing a matter of great concern to states and the transportation industry, the extension specifically extends the funding guarantees and firewalls that were created in the Transportation Equity Act for the 21st Century (TEA-21).

The extension contained no earmarks.

Ethanol

Congress sent President Bush the Foreign Sales Corporations Export Tax Issues bill (H.R. 4520), nicknamed the "American Jobs Creation Act of 2004" or "FSC/ETI," on Oct. 11, 2004. The bill contains over 256 tax changes. The most important, however, to California is the volumetric excise tax credit (VEETC) section of the bill—the "ethanol tax fix." The corporate tax overhaul legislation beginning Jan. 1, 2005 would eliminate the 5.2-cent-per-gallon exemption that ethanol had enjoyed. As a result, the full 18.4-cents-per-gallon gas tax will go into the federal Highway Trust Fund. To preserve the incentive for ethanol producers, they will receive a 5.1-cent-per-gallon tax credit that will come out of the general fund. Included in an eight-month extension of surface transportation law, lawmakers retroactively stopped diverting for FY 04 2.5-cents-per-gallon of ethanol into the general revenue fund for deficit reduction. Instead, that money also will go into the highway fund. The corporate bill made this permanent beginning in the current fiscal year, which began Oct. 1. The corporate tax bill also assumes that the fund can collect \$24 billion in the next six years with the ethanol language and by cracking down on fuel fraud.

The VEETC is worth an estimated \$2.7 billion for California over five years after enactment. California is the largest user of ethanol in the nation and the measure will credit, as noted above, the revenue derived from the state's ethanol use directly to the Highway Trust Fund, allowing the state to recoup up to \$2.7 billion in transportation funds.

REPORT

TO: Community, Economic and Human Development Committee (CEHD)
FROM: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov
SUBJECT: Regional Housing Needs Assessment
DATE: November 4, 2004

EXECUTIVE DIRECTOR'S APPROVAL:

For Luchini for Mark Plesner

RECOMMENDED ACTION:

Recommend that the Regional Council authorize staff to request that the regional housing need allocation process be coordinated with the Regional Transportation Plan update, as allowed under California Government Code Section 65584. This would allow SCAG to begin its RHNA process in spring 2006.

BACKGROUND:

Under State law (CA Government Code Section 65584), SCAG is required to allocate shares of the regional housing need to local governments and sub-regions. Current law calls for SCAG to perform this process between July 1, 2004 and June 30, 2005. However, newly enacted legislation (AB 2158) allows SCAG to request that the State coordinate the housing allocation with the RTP update. This would allow SCAG to begin its RHNA process in spring 2006. Established SCAG policy supports the RTP and RHNA processes proceeding together so that growth, development and infrastructure issues are addressed in a coordinated manner. At the same time, a later start date for the next RHNA could allow for other pending issues, particularly funding, to be resolved.

SUMMARY:

SCAG staff has, during the last year, regularly updated the CEHD Committee on issues affecting the conducting of the next RHNA. These issues include:

1. Pending legislation
During the last year, Assembly Bills 2158 and 2348 were under consideration in the Legislature. These bills, which have now passed into law, substantially reform the conduct of the RHNA and the local Housing Element respectively. Among other changes, AB 2158 allows SCAG to request a RHNA schedule that is coordinated with the Regional Transportation Plan (RTP) update. The bill also allows SCAG to request



use of the RTP forecast and planning horizons in the RHNA. Such a request, under the statute, would need to be received by HCD prior to December 31, 2004.

2. Funding uncertainty

The State Legislature has failed to adequately allocate resources to reimburse Councils of Governments (COGs) as well as local governments for the RHNA. Currently the State budget identifies \$1,000 for this purpose. At the same time, the Commission on State Mandates issued a preliminary finding that COGs would not be eligible for these reimbursements, that rather they are only available to local governments. As an alternative funding mechanism, the Legislature included a provision in the State budget allowing COGs to charge a fee to cities and counties in order to cover RHNA costs.

3. Litigation

Litigation resulting from the 2000 RHNA was concluded by settlement agreement in October 2004.

4. Direction from State Department of Housing and Community Development (HCD)

State law requires that the RHNA process be initiated by HCD which would engage SCAG in a consultation, then issue a total regional housing need number. Given the uncertainties described above, SCAG requested direction on whether to proceed. HCD has not responded to this request, nor have they taken the steps described in law to formally initiate the process.

The passage of AB 2158 and 2348, as well as the conclusion of litigation, removes two of the issues affecting the next RHNA. The other two issues described above remain. SCAG is not prepared to proceed on this State mandate given these outstanding issues. Staff will continue discussions with HCD, as well as with Secretary of Business, Transportation, and Housing Sumne Wright McPeak, to seek resolution.

FISCAL IMPACT:

There is no cost associated with the recommended action.



MEMO

DATE: November 4, 2004

TO: The Community Economic and Human Development Committee (CEHD)
The Energy and Environment Committee (EEC)
The Transportation and Communications Committee (TCC)

FROM: Donald Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

SUBJECT: Draft 2005 State and Federal Legislative Program

SUMMARY:

Each year, the Regional Council adopts a state and federal legislative program that guides the legislative activities of the Southern California Association of Governments (SCAG) in the coming year. Prior to adoption by the Regional Council, SCAG Government Affairs submits a draft of the Legislative Program to each SCAG Policy Committee for its input. The attached document is the 2005 draft.

The 2005 Legislative Program was created with the input of SCAG Planning and Policy staff and in consultation with the regional county transportation commissions, state and national planning partners like the California Associations of Councils of Government (CALCOG) and the Association of Metropolitan Planning Organizations (AMPO), and SCAG's state and federal lobbyists.

Continuing the work of last year, SCAG's federal priority in 2005 will be the reauthorization of TEA-21, which has been extended to May 31, 2005. SCAG's advocacy efforts will again focus on enhancing Southern California's funding opportunities in the next transportation program. Key state initiatives will include redefining local and regional responsibilities in implementing state housing goals and advocating a constitutional amendment to protect Proposition 42 revenues.

Any revisions to the attached draft that are recommended today by the Policy Committees will be incorporated into a revised Legislative Program and resubmitted for Policy Committee and Regional Council approval in December. The 2005 Legislative Program will be implemented after its adoption by the Regional Council on January 1, 2005.



DRAFT: For Committee Review

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2005 STATE AND FEDERAL LEGISLATIVE PROGRAM

INTRODUCTION

Each year, the Regional Council adopts a state and federal legislative program to direct the legislative activities of the Southern California Association of Governments (SCAG). The 2005 Legislative Program, which contains highlights from 2004 and additional explanatory materials, will guide SCAG's legislative activities in the coming year.

As in past years, SCAG legislative staff will continue to take action on Regional Council policies where they exist and will communicate Regional Council positions to legislators, administrators and others. SCAG legislative staff will also undertake new initiatives as they arise at the direction of the Regional Council.

At the core of the 2005 Legislative Program are SCAG's top legislative priorities. Because the Transportation Equity Act for the Twenty-First Century (TEA-21), the federal surface transportation program, has been extended to May 31, 2005, the reauthorization of TEA-21 remains SCAG's federal priority. SCAG's advocacy efforts will focus on enhancing Southern California's funding opportunities in the reauthorization. On a federal level, SCAG will also work to improve the flow of Consolidated Planning Grant (CPG) funds, on which SCAG depends for its statutorily required metropolitan planning.

On the state level, SCAG's legislative priority will center on a collaboration with Business, Transportation and Housing Secretary Sunne Wright McPeak and housing stakeholders like the League of California Cities and the California State Association of Counties (CSAC) to redefine the local and regional responsibilities in implementing state housing goals.

In the area of transportation, SCAG will advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund and design-build and design-sequencing legislation to expedite project delivery.

The 2005 Legislative Program will also further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2005 Legislative Program and is marked with a 2% symbol.

Upon its adoption by the Regional Council, SCAG's legislative staff will implement the 2005 Legislative Program. The timeframe for implementation is the 2005 calendar year. The 2005 Legislative Program is outlined following the 2004 program highlights.

D R A F T: For Committee Review

2004 PROGRAM HIGHLIGHTS

Federal Issues

SCAG's top federal legislative priority during 2004 was the reauthorization^{*} of TEA-21. Disagreement among the Senate, the House, and the Administration over the surface transportation program's total funding level slowed the progress on reauthorization, and TEA-21 was extended by continuing resolution (HR 5183) to May 31, 2005.

As debate on the reauthorization progressed, SCAG continued to lead and further develop the Southern California Consensus Programs for both the reauthorization and the appropriations measures. SCAG initiated the reauthorization component of the Consensus Program in 2003 and the appropriations component in 2004.

Following the success of the group's inaugural visit in 2003, SCAG lead a delegation comprised of SCAG Regional Council members, the chairs and chief executive officers of the county transportation commissions^{**}, Imperial County and Metrolink on a trip to Washington, D.C. in February 2004 to advocate the reauthorization Consensus Program to key congressional and executive decision makers. The delegation conveyed a unified message about the region's transportation needs. A similar effort is envisioned for 2005.

State Issues

SCAG's state legislative priority in 2004 was the passage of AB 2158 (Lowenthal) and AB 2348 (Mullin) relating to housing element reform. SCAG had participated extensively in the housing element working group that produced the bills. Both AB 2158 and AB 2348 passed the Legislature and were signed by Governor Schwarzenegger. SCAG also supported constitutional amendments to protect Proposition 42 revenues used for transportation purposes. Legislative efforts to safeguard Prop 42 funds were unsuccessful and are expected to re-emerge in the 2005 legislative session.

^{*} An authorization or reauthorization provides the statutory authority to expend federal funds on a project or program. An appropriation is the annual expenditure of federal funds for the authorized purpose.

^{**} The Los Angeles County Metropolitan Transportation Authority (LACMTA); the Orange County Transportation Authority (OCTA); the Riverside County Transportation Commission (RCTC); the San Bernardino Associated Governments (SanBAG); and the Ventura County Transportation Commission (VCTC).

D R A F T: For Committee Review

Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP)

The Regional Council adopted the 2004 RTP in April and the 2004 RTIP in July of this year. Both the RTP and the RTIP call for legislative steps to be taken toward facilitating the implementation of transportation projects and programs. To that end, SCAG assisted the California Foundation on the Environment and the Economy (CFEE) in the development of state legislation to firewall Proposition 42 revenues derived from sales taxes on gasoline and to encourage expedited project delivery in the form of design-build and design sequencing.

Federally, SCAG advocated the inclusion of language in the reauthorization on the expanded role of the Transportation Infrastructure Finance and Innovation Act (TIFIA) in predeployment planning. It also advocated proposals to use tax credit bonds and tax credit equity to encourage investment in larger transportation projects. Throughout the year, SCAG's legislative staff worked to create an awareness of the funding issues in the RTP and RTIP and will continue to do so in 2005.

D R A F T: For Committee Review

2005 LEGISLATIVE PROGRAM

The SCAG 2005 Legislative Program describes Regional Council federal and state legislative and administrative priorities that SCAG will pursue during the coming year. In preparing the program, SCAG legislative staff sought the input of our state and regional planning partners like the California Association of Councils of Government (CALCOG) and the county transportation commissions.

Throughout this section, issues are categorized by subject matter (e.g., Housing, Air Quality) and are grouped into one of three subcategories: Advocacy, Monitoring, or Development.

Issues subcategorized under *Advocacy* are of foremost concern to the Regional Council and will be advocated by SCAG. Issues subcategorized under *Monitoring* are of interest to the Regional Council and will be tracked by SCAG; policy committees and the Regional Council will be alerted to proposed changes in those areas. Issues included under the subcategory *Development* are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. They are inventoried here for the Regional Council's information and should not be read as requests for federal or state legislative or administrative action.

SCAG

Roles and Leadership

Advocacy

- Provide regional leadership in seeking federal and state funding for projects and programs that implement SCAG's adopted 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus reauthorization and appropriations programs and continue consensus building among local transportation commissions, cities, counties, and subregional organizations.
- Advocate federal legislation that increases funding for Metropolitan Planning Organizations (MPOs) commensurate with their increased responsibilities.
- Advocate state legislation that increases funding for Regional Transportation Planning Agencies (RTPAs).
- Advocate an enhanced role for MPOs in state and national regional planning.

D R A F T: For Committee Review

- Support earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the Southern California Consensus Program, the adopted 2004 RTP, the adopted 2004 RTIP and SCAG policies.

Maglev

Advocacy

- Seek the inclusion of predeployment planning and environmental review funding for the California Maglev Deployment Program in the reauthorization.
- Seek FY 2006 appropriations to continue predeployment planning and environmental review.
- Seek federal, state and local funds and policy maker and community support to complete deployment of the Initial Operating System (IOS).

Aviation

Advocacy

- Support legislation to promote and implement a decentralized aviation system including interconnecting high-speed ground transportation.

Development

- Encourage a dialogue between community, government, and industry stakeholders about noise mitigation and environmental justice, which may include lowering the Community Noise Equivalent Level (CNEL) from 65 CNEL to 60 CNEL, soundproofing, nighttime curfews or other noise mitigation topics.

Transportation Financing

Advocacy

- Advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund.
- Advocate addressing the allocation of the state's transportation funds to ensure an equitable distribution throughout the state.
- Support design-build and design-sequencing procurement procedures to expedite project delivery.
- Support local ballot initiatives to fund local transportation projects with local sales tax measures.
- Support legislation that promotes the use of public/private partnerships and other innovative financing mechanisms.

D R A F T: For Committee Review

Development

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Develop a package of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Develop innovative financing proposals such as tax credit bonds, tax credit equity, tax-exempt bonds, TIFIA grants and TIFIA loans repaid with project-generated revenues.
- Expand consensus building and outreach efforts to the general public to educate regional residents about the unmet cost of the adopted 2004 RTP.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

Environmental Streamlining

Development

- Develop the concept of streamlining the environmental documentation process for interregional projects.
- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining and a media and public outreach campaign.
- Develop the concept within the California Environmental Quality Act (CEQA) of shifting the burden of proof to opponents of projects and programs located in 2% Strategy areas ^{2*}.

Goods Movement

Advocacy

- Support efforts of the West Coast Corridor Coalition to improve goods movement and reduce congestion along the I-5 from Vancouver, B.C. to Ensenada, Mexico.
- Urge the state and federal government to take action to limit the mobile source emissions arising from goods movement.
- Support regional efforts underway by county transportation agencies that develop goods movement projects through the use of market-neutral financing concepts including user fees and other revenue generating mechanisms to service debt instruments.

D R A F T: For Committee Review

Development

- Develop the concept of user-supported dedicated facilities that offer a viable and potentially self-financing solution for mitigating congestion, reduce mobile source emissions arising from goods movement in Southern California, and ensure the safe and efficient movement of goods essential to the nation's economy.

Southwest Compact

Advocacy

- Advocate legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

Housing

Advocacy

- Working with the Schwarzenegger Administration, seek a resolution to the cost reimbursement issues concerning the Regional Housing Needs Assessment (RHNA) mandate.
- Working with Secretary Sunne Wright McPeak and housing stakeholders like the League of California Cities and CSAC, develop and support legislation to redefine the local and regional responsibilities in implementing state housing goals.
- Support legislative proposals to promote an increase in and the equitable distribution of affordable housing throughout the state and region.
- Support jobs/housing balance incentive programs including the Interregional Partnership and urge the identification of permanent funding ^{2%}.

Growth and Land Use

Advocacy

- Support federal and state funding initiatives designed to promote mixed-use and multi-modal development ^{2%}.

Development

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability ^{2%}.

DRAFT: For Committee Review

- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance ^{2*}.

Local Finance

Monitoring

- Via CALCOG, CSAC, the League of Cities and other organizations, monitor legislation pertaining to local finance, including bills and constitutional amendments regarding local sales taxes, property taxes, and gaming fees.

ENERGY AND ENVIRONMENT

Air Quality

Advocacy

- Advocate increased funding for improving air quality in the new non-attainment areas for the 8-hour ozone and PM2.5 standards in the CMAQ Program.
- Support increased state and federal funding for air quality programs that use incentives to accelerate private and public fleet turn-over to help reduce total regional emissions from on-road mobile sources.
- Support state and federal programs that incentivize cost-effective, market-based approaches that promote air-quality beneficial urban form, including incentive programs to encourage pedestrian/bike-friendly redevelopment projects that will help reduce vehicle miles traveled, congestion, and associated emissions ^{2*}.
- Support state and federal programs that fund outreach, education, and incentive programs to encourage behavioral change needed to help reduce vehicle miles traveled, congestion, and associated emissions.
- Support extending the transportation air quality conformity clock for non-attainment areas from the current three-year RTP cycle to a four-year RTP cycle and that the four-year requirement will begin 2004-2008 covering existing RTP and every four years thereafter.
- Advocate the state and federal government to take action to reduce mobile source emissions under their jurisdictions or to delegate authority over these mobile sources to local governments.

Monitoring

- Monitor air quality conformity issues affecting the SCAG region.
- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.

D R A F T: For Committee Review

Energy

Advocacy

- Support legislation that provides more flexibility in directing “public goods charge-based energy efficiency funding” to local and regional governments.

Monitoring

- Track energy legislation relating to the formation, aggregation, and siting of utilities, energy efficient building standards, and renewable energy resources.

Development

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

Habitat and Open Space

Advocacy

- Advocate market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

Monitoring

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, and recreational open space.

Development

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans ^{2%}.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures ^{2%}.

D R A F T: For Committee Review

Sustainability

Advocacy

- Support state legislation that promotes incorporation of an environmental justice in local and regional planning ^{2*}.
- Support state legislation that incentivizes the development of brownfield sites in urban areas ^{2*}.
- Support state legislation that incentivizes the adoption of green building standards ^{2*}.

Development

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework ^{2*}.

Waste Management

Advocacy

- Support legislation that removes impediments to the adoption of transformation or conversion technologies and helps municipalities maintain their requirement to divert 50% of their solid waste away from landfills.

Monitoring

- Track state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Track state legislation that proposes changes to the management and handling of hazardous waste.
- Track California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

Development

- Encourage the development of state legislation and regulations to incentivize the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that incentivizes the recycling and reuse of building demolition debris.

D R A F T: For Committee Review

Water

Advocacy

- Support legislation that encourages comprehensive planning and implementation of water quality and supply measures, including the creation and operation of local agency initiatives for improved management of regional water resources ^{2%}.

Monitoring

- Track amendments to Clean Water Act, particularly those involving stormwater and non-point source pollution.
- Track state legislation, regulatory action and pending litigation regarding the implementation of total maximum daily loads (TMDLs).
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

FINANCE

Advocacy

- Seek federal legislative and regulatory changes in the Consolidated Planning Grant reimbursement process to ensure payment to SCAG within 30 days of invoice.

MEMO

DATE: November 4, 2004

TO: Community, Economic and Human Development Committee

FROM: Ping Chang, Acting Manager, Data and Monitoring Division
Phone: (213) 236-1839; E-Mail: chang@scag.ca.gov

RE: Draft Findings of the 2004 State of the Region Report

RECOMMENDED ACTION:

Information only.

SUMMARY:

Staff will present draft findings of the upcoming *2004 State of the Region Report* which is scheduled to be published in January 2005.

BACKGROUND:

Since 1998, SCAG has published a *State of the Region* report every year. Staff has prepared the report under the guidance of the Benchmarks Task Force. The list of current membership of the Benchmarks Task Force is included in Attachment 1. In addition, the process for last year's *2003 State of the Region* is also included in Attachment 2 for your information since this year is following a similar process.

The *State of the Region* reports annually on a series of indicators about our region's performance. A primary objective is to assist members of the Regional Council as they determine how the region is doing in meeting the goals in the *Regional Comprehensive Plan and Guide*. Information on the region's performance has also been widely disseminated to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.

The upcoming *2004 State of the Region Report* will provide an assessment on how our six-county region performs on issue areas including Population, Economy, Housing, Transportation, Environment, Education and Safety. The Report also compares the performance of our region with other large metropolitan regions in the nation. Based on the information prepared by staff, the Benchmarks Task Force also develops a Report Card for our region.

At the meeting, staff will present to the Committee highlights of the upcoming *2004 State of the Region Report*.

Highlights of the upcoming 2004 State of the Region Report include the following regarding our six-county region:

1. Population

- In 2003, the region continued to grow faster than the rest of the state and the nation. However, growth rates in the region have decreased since 2000, similar to the trend for the rest of the state.
- Riverside County continued to have the fastest growth rate in 2003 while Los Angeles County had the largest increase in absolute numbers within the state.
- Natural increase and net migration each accounted for about half of the total growth.
- Different sources of growth contributed very differently among counties in the region.
- Ethnic transformation continued with increasing share of the Hispanic and Asian Populations.

2. The Economy

- Total payroll jobs increased 14,000 jobs (0.2 percent) in 2003 in contrast to the 22,000 (0.3 percent) job decline in 2002.
- Manufacturing and information sectors continued to suffer the most losses in 2003 though less severe than in 2002.
- Financial, health care and hospitality sectors led in generating new jobs in 2003.
- Employment in the government sector worsened the most in 2003.
- Unemployment rates increased very slightly from 6.1 to 6.2 percent between 2002 and 2003.
- Real average payroll per job (after adjusting for inflation) declined slightly (0.7 percent) in 2002 following the 0.3 percent decline in 2001. In 2002, per capita income in the SCAG region was only 85 percent of the average of the 17 largest metropolitan regions in the nation.
- Real per capita income declined 1.3 percent in 2002 but is estimated to have changed little in 2003.
- Lack of growth in median household income in the region since 2000.
- Long-term trend of increasing income inequality at the regional and national level.
- Close to 15 percent of residents were in poverty in 2003.

3. Housing

- Continued increase in building permits issued in 2003.
- Types of new housing units differed significantly among counties.
- Homeownership rates increased significantly in the Inland Empire and Ventura counties while declining significantly in Orange County and only slightly in Los Angeles County.
- Homeownership rate (55 percent) continued to be well below the national average (68 percent) and that of other major metros.



- Sharp increases in home prices and no growth in household income made housing less affordable.
- Rental cost burden increased with 53 percent of all renters paying 30 percent or more of their incomes, an increase of 4 percent since 2000.

4. Transportation

- Remained the most congested region in the nation in 2003.
- Significant increase in the number of highway fatalities (8 percent) between 2002 and 2003 while slightly declining at the national level.
- Average travel time to work remained unchanged from 2002 to 2003.
- Carpool share decreased by 1 percent between 2001 and 2003.
- Transit trips decreased by 2 percent in FY 2003 not including the effect of MTA labor union strike in late 2003.
- Air passengers increased by 1.1 million after losing 11 million during the previous two turbulent years.

5. The Environment

- Ozone conditions worsened significantly in 2003 partly due to hotter weather. (For the first 9 months in 2004, Ozone conditions improved significantly partly due to milder weather).
- The South Coast Air Basin experienced the first Stage 1 alert since 1998.
- Between 2002 and 2003, the number of days exceeding the federal 24-hour PM₁₀ standards increased in all three non-attainment basins (South Coast, Salton Sea and Mojave Desert) in the region.
- PM_{2.5} exceedance continued but with reduced annual average concentration level.
- CO continued to meet federal attainment standards.

6. Education

- Student test scores (8th grade) continued to perform below the national median except for Orange and Ventura counties
- Increase in high school dropout rates particularly in Los Angeles and San Bernardino counties.
- Slight improvements in educational attainment since 2001.
- Persistent racial/ethnic disparity in educational performance.

7. Safety

- Violent crime rates continued to decline by 3 percent, significant improvements in Los Angeles and Riverside counties.
- Juvenile felony arrest rates also improved with a 3 percent reduction.
- Hate crime activities at lowest level since 2001.

ATTACHMENT 1**Benchmarks Task Force Membership**

Hon. Ronald O. Loveridge, Mayor, City of Riverside, Task Force Chair
Hon. Debbie Cook, Councilmember, City of Huntington Beach, Task Force Vice Chair
Hon. Paul Bowlen, Councilmember, City of Cerritos
Hon. Edward "Ted" Burgnon, Councilmember, Town of Apple Valley
Hon. Mona Field, President, Board of Trustees, Los Angeles Community College District
Hon. Susan Longville, Councilmember, City of San Bernardino
Hon. Llewellyn Miller, Councilmember, City of Claremont
Hon. Paul Nowatka, Councilmember, City of Torrance
Hon. Pam O'Connor, Councilmember, City of Santa Monica
Hon. Toni Young, Mayor, City of Port Hueneme
Rick Bishop, Western Riverside Council of Governments
Kimberly Collins, San Diego State University (Imperial Valley Campus)
Fernando Guerra, Loyola Marymount University
Lee Hanson, California State University, San Bernardino
Dean Kubani, City of Santa Monica Environmental and Public Works
Jerilyn Lopez Mendoza, Environmental Defense
Dowell Myers, University of Southern California
Max Neiman, University of California, Riverside
Paul Ong, University of California, Los Angeles
Todd D. Priest, Building Industry Association of Southern California
Anil Puri, California State University, Fullerton
Ty Schuiling, San Bernardino Associated Governments
Arthur J. Shaw, Consulting Economist
Arnold Sherwood, University of California, Berkeley
Jim Stewart, Southern California Council on Environment and Development
Goetz Wolff, Center for Regional Employment Strategies and UCLA



ATTACHMENT 2

The State of the Region 2003 Program
A Brief Description of the Objectives and Process

Objectives

1. Tracking and assessing the performance of Southern California in comparison to other metropolitan regions in the nation.
2. Disseminating information on the region's performance to assist public officials, business and community leaders in developing appropriate strategies to improve our communities.
3. Informing and educating community residents on how our region is performing.

Targeted Audiences

1. Elected officials at local, state and federal levels.
2. Business and community leaders.
3. Key agency staff including local government planning directors.
4. Community groups and residents.

Implementation

1. With the guidance of a Benchmarks Task Force, which consists of elected officials and issue expert representatives in the region, SCAG staff collected and analyzed information regarding the performance of the region. Regional performance was assessed with respect to issues including demography, economy, housing, transportation, environment, education and public safety. A Report titled "*The State of the Region 2003*" was then prepared and released on February 5, 2004.
2. A total of 1,000 copies of *The State of the Region 2003* and 2,000 copies of the *Report Cards* have been mailed to many interested parties, including, for example:
 - SCAG Regional Council and Policy Committee members including more than 100 elected officials;
 - Chief County and City Administrators of 193 local governments in the region;
 - local government planning directors;
 - members of the state and congressional delegations; and
 - regional public libraries.
3. The full Report has been posted on the SCAG's home page (www.scag.ca.gov) since February 5, 2004 and has been downloaded more than 60,000 times.



4. The press conference to release *The State of the Region 2003* on February 5, 2004 received very prominent media coverage throughout Southern California. Report coverage included 26 newspapers (including 6 outside of the region), 6 TV stations and 6 radio stations. Specifically, newspaper coverage included the following:
 - Los Angeles Times
 - Los Angeles Daily News
 - Orange County Register
 - Riverside Press Enterprise
 - San Bernardino County Sun
 - Inland Valley Daily Bulletin
 - Antelope Valley Press
 - Long Beach Press Telegram
 - North County Times
 - Pasadena Star News
 - San Gabriel Valley Tribune
 - Santa Monica Daily Press
 - South Bay Daily Breeze
 - Whittier Daily News
 - Palm Springs Desert Sun
 - Temecula Californian
 - Victor Valley Daily Press
 - La Opinion
 - China Press
 - Chinese Daily News
 - Sing Tao
 - San Diego Union Tribune
 - Sacramento Bee
 - Contra Costa Times
 - Modesto Bee
 - San Jose Mercury News
 - Sarasota Herald Tribune
5. In addition to the media coverage, SCAG staff has also received invitations and made presentations to public and private organizations in the region.
6. *The State of the Region* has been used as course materials in universities such as UCLA, UC Riverside and University of Southern California.



MEMO

TO: Community Economic and Human Development Committee (CEHD)
FROM: Jacob Lieb, Acting Lead Regional Planner, lieb@scag.ca.gov, (213) 236-1921
SUBJECT: Regional Comprehensive Plan Update / General Plan Direction on Regional Issues
DATE: November 4, 2004

During the current fiscal year, staff, under the direction of the CEHD Committee, and the Regional Comprehensive Plan Task Force, is preparing a new Regional Comprehensive Plan. This report serves as the first periodic progress update, as will be provided to the Committee throughout the year. Particularly of note in this report, the RCP Task Force discussed the consideration of regional issues and policies within the local General Plan (see #2 below). The Task Force, and staff, are forwarding this discussion to the CEHD, in response to the Committee's ongoing interest in this issue.

Current progress on the plan includes:

1. On October 7, 2004, the Regional Council (RC) unanimously approved program Concepts and Approaches for the Regional Comprehensive Plan (RCP) at the recommendation of the CEHD Committee.
2. The RCP Task Force held its first meeting on October 20. The Task Force discussed General Plan direction given by the State to consider regional issues. The Task Force is forwarding a matrix and research notes (both attached) describing these General plan considerations. The Task Force also began a review of comprehensive listing of regional policies compiled by staff.
3. Staff presented an update to the Strategic Plan Task Force on October 14. The RCP effort was directed as part of the agency strategic plan adopted in 2002.
4. Staff is in the process of scheduling RCP introductory presentations to sub-regional boards. At the November 4 meeting, staff will inform the CEHD Committee of presentations scheduled.
5. Staff is proceeding on early drafts of chapters, including expanded chapter outlines that will identify issues for Task Force discussion.

General Plan Connection to Regional Planning MATRIX

General Plan Element	Circulation Consider. MPO/COG determines regional policies, allocates funding (RTP, RTP)	Land Use Consider	Air Quality (Optional Element) Consider	Housing Required. COG determines shares of regional housing need	Conservation Not specified	Open-Space Not specified	Noise Not specified	Safety Not specified
Link to Regional Planning								
Guidelines Direction	Cities/counties encouraged to consider setting, coordinate with regional plans Caltrans gives direction on following issues: State/regional coordination corridor preservation Efficient use of infrastructure	Cities/counties encouraged to consider setting, coordinate with regional plans	Policies to decrease VMT have positive effect on Air Quality Consider the following: urban design issues accessibility trip distance encouraging non-motorized	Must identify adequate sites to accommodate need	Special considerations on sustainability, regional setting apply	Special considerations on sustainability, regional setting apply		
Govt. Code Reference	\$85103(f) and \$85080			\$65584				
Comment		Direction on land use is to consider RTP. RTP to the extent that land use effects system performance Relationship with Housing Element, site identification		Consistency requirement ties back to Land Use element. Housing Element is short-range (5 year) plan				
Special Considerations	Environmental Justice/Sustainable Development Not required elements, but strongly suggested for consideration throughout GP.							
Link to Regional Planning	Liveable Communities and Smart Growth encouraged							

Southern California Association of Governments

Research Notes: Local General Plan Considerations to Regional Plans

SCAG staff has researched the State of California General Plan Guidelines in order to clarify the relationship between the local General Plan and regional planning efforts. With the exception of the Housing Element, coordination or consultation by a local government with regional plans is not required. Nevertheless, the General Plan Guidelines, which are prepared periodically by the Governor's Office of Planning and Research, in many instances strongly encourage coordination with and consideration of regional issues and plans.

Key areas of the guidelines are summarized below. The "Notes" section that follows contains excerpts from the "2003 State of California General Plan Guidelines."

- 1. Circulation Element** – Cities and counties are encouraged to coordinate this element with applicable state and regional transportation plans and the policies within this element should be consistent with regional air quality and transportation plans.
- 2. Housing Element** – The Council of Governments (e.g. SCAG) allocates shares of regional housing need to sub-regions and local governments. Local governments, in turn, are required to identify adequate sites to meet the identified housing need. Because of the consistency requirement in General Plan law, sites that are identified in the Housing Element cannot contradict the land use designations and permitted uses in the Land Use Element or elsewhere in the plan.
- 3. Special General Plan Considerations** – The Guidelines include this section which notes the importance of consistency with regional transportation and air quality plans. While there is no formal requirement, local governments are urged to show consistency between their general plans and these regional efforts.
 - **Regional Transportation Planning** – The Guidelines state that the policies and plan proposals contained in the land use and circulation elements should reflect the RTP and RTIP. "Although there is no explicit requirement that the RTP and RTIP be consistent with local general plans, good practice dictates that cities and counties should address these regional goals, policies, and programs to the extent they are relevant."
 - **Air Quality** – The guidelines explain that policies that aim to reduce vehicle trips and VMT can have a positive effect on air quality.
- 4. Sustainable Development and Environmental Justice** – The second chapter of the Guidelines stresses that, while not required in the general plan sustainable development and environmental justice policies, "there is a strong case for [their] inclusion." This chapter promotes the benefits of development policies that incorporate the "three E's" - environment, economy, and equity. The laundry list of policies related to sustainable development and transit oriented development (TOD) discussed are very consistent with SCAG's Compass Principles.

Additional Reference Details

The following pages offer more detail to the linkages summarized above by providing excerpts from the "2003 State of California General Plan Guidelines." The most relevant text is highlight in bold.

1. Circulation Element

No city or county can ignore its regional setting. The local planning agency should coordinate its circulation element provisions with applicable state and regional transportation plans (see §65103(f) and §65080, et seq.). Likewise, the state must coordinate its plans with those of local governments (§65080(a)). The federal government is under a similar obligation (Title 23 USC §134). Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized:

- Coordination of planning efforts between local agencies and Caltrans districts
- Preservation of transportation corridors for future system improvements
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure

The circulation element should contain objectives, policies, principles, plan proposals, and/or standards for planning the infrastructure that supports the circulation of people, goods, energy, water, sewage, storm drainage, and communications. **These development policies should be consistent with regional air quality and transportation plans.** With this and the above ideas for data and analysis in mind, cities and counties may wish to consider development policies for the following:

- The development and improvement of major thoroughfares, including future acquisitions and dedications, based on proposed land use patterns and projected demand. This may include a street and highway classification system. (L)
- The location and design of major thoroughfares in new developments. (N)
 - Consideration of street pattern (curvilinear, grid, modified grid, etc.).
- The design of local streets (including, but not limited to, width, block size, and accommodation of parking and bicycle and pedestrian traffic).
- Level-of-service standards for transportation routes, intersections, and transit.
 - Separate level-of-service standards for bicycle and pedestrian traffic or integrated level-of-service standards that consider multiple modes.
- Enhanced circulation between housing and workplaces. (L)
- The scheduling and financing of circulation system maintenance projects.
- The location and characteristics of transportation terminals. (L)
- The development, improvement, timing, and location of community sewer, water, and drainage lines and facilities. (L, CO)
- The current and future locations of:
 - Oil and natural gas pipelines.
 - Power plants.
 - Major electric transmission lines and corridors. (DIA) (L)
- The acquisition of necessary public utility rights-of-way. (L)
- Preferences for financing measures to expand and improve public utilities.
- Standards for transportation and utility-related exactions.
- Assistance to those who cannot afford public utility services.

- The mix of transportation modes proposed to meet community needs.
- The development and improvement of transit and paratransit services.
- Transit and paratransit assistance.
- The roles of railroads and private bus companies in the transportation system. (N)
- The development and improvement of rail and private bus facilities and services.
- The encouragement of railroad and private bus company services.
- Transit-oriented development strategies. (L)
 - Identify transportation nodes suitable for future transit-oriented development.
 - Adjust traffic level-of-service requirements (traffic congestion standards) around transit-oriented developments to promote transit ridership.
- The preservation of abandoned railroad rights of way for future transportation corridor use. (L)
- The development and improvement of bicycle routes and walkways.
- Proposed truck routes. (N)
- Policies supporting truck route regulations. (N)
- The safety of the traveling public, including pedestrians and bicyclists.
- The development and improvement of port, harbor, and waterway facilities. (L, CO)
- The development and improvement of aviation facilities. (L)
- The mitigation of aviation-related hazards (including hazards to aircraft and hazards posed by aircraft). (L, N)
- The consistency of the general plan with the provisions of any airport land use plan (§65302.3). (L, N)
- Strategies for the management of parking supply such as increased parking fees, graduated parking fees, metered on-street parking, and staggered work schedules.
- Strategies for the control of parking demand such as improved transit service, amenities for bicyclists, and subsidized rideshare vehicles.
- Transportation system management policies.
- The respective roles of the private sector and various public agencies in developing, improving and maintaining circulation infrastructure.
- The identification, development and maintenance of evacuation and emergency access routes. (S)
- **Measures that reduce motor vehicle air pollution, consistent with the regional air quality and transportation plan policies. (L, CO)**

2. Special General Plan Considerations (Chapter 10)

A number of state and federal statutes and regulatory programs can have a direct bearing on the general plan and need to be considered in any general plan process.

Regional Transportation Planning

These areas of emphasis are addressed through Caltrans' Intergovernmental Review (IGR), Regional Planning, and System Planning programs. One of the program's major purposes is to resolve transportation problems early enough in the local land use development process to avoid costly delays to development. Coordinating state and local transportation planning is a key to the success of a circulation element. For more information on coordination, contact your Caltrans District Office's IGR coordinator.

Relation to the General Plan

The policies and plan proposals contained in the land use and circulation elements should reflect the RTP and RTIP. Clearly, transit standards, congestion

management measures, proposed facilities, and transportation-related funding may directly affect land use patterns and capital improvements. Although there is no explicit requirement that the RTP and RTIP be consistent with local general plans, good practice dictates that cities and counties should address these regional goals, policies, and programs to the extent they are relevant. The city or county should consult with the RTPA and CMA when updating or adopting a circulation element or when considering changes to the land use element that would involve traffic or transportation issues.

Air Quality

In addition, COGs with transportation planning responsibilities must address air quality in order to ensure that regional transportation plans and programs conform to air quality plans.

Relation to the General Plan

Land use and air quality are linked by automobile use. Over the past 30 years, the total number of vehicle miles traveled (VMT) in the state has increased at a much faster rate than population growth. Between 1970 and 1995, total annual VMT in California more than doubled, increasing from 103 billion miles to over 270 billion miles of travel per year. During the same time period, the state's population grew by about 60 percent, increasing from 20 to 32 million people. Relationships between land use patterns, traffic circulation, and accessibility can have an impact on the amount and type of travel, which in turn affects air quality. Urban design that reduces the need for vehicle trips or the distances people need to drive and that provides ready access to public transit, bike paths, and pedestrian facilities can have a positive impact on air quality.

4. Sustainable Development and Environmental Justice

While environmental justice is not a mandatory topic in the general plan, there is a strong case for its inclusion. Federal and state anti-discrimination statutes, which have a long history, apply to planning as they do to other policy areas. As discussed below, environmental justice issues are often related to failures in land use planning. **Planning policies that promote livable communities and smart growth can be tools for achieving environmental justice.** In keeping with that idea, this chapter begins with a discussion of sustainable development. Sustainable development provides a context for understanding how environmental justice fits into land use planning. This chapter concludes with a discussion of transit-oriented development, which has important implications for environmental justice and sustainable development.

Sustainable Development

Sustainable development encompasses established principles of good planning and advocates a proactive approach to future development. The basic concept of sustainability is meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Sustainable development can be further defined as promoting the "three E's:" environment, economy, and equity. For example, a decision or action aimed at promoting economic development should not result in decreased environmental quality or social inequity. Ensuring that a given decision or action promotes all three E's is often referred to as the triple bottom line.

What does sustainable development look like on the ground? In a community that is developing sustainably, the neighborhood is the basic building block of urban design and

is characterized by walkability, mixed-use development, and mixed-income housing. Walkability is a function of compactness and density. Attention to streetscape and public spaces is a key design element in creating desirable places to live. Such neighborhoods, also known as neo-traditional or new urbanist development, are more likely to support efficient transit systems. The character and function of each neighborhood is then placed properly within its regional setting. This approach to planning, from the neighborhood to the regional level, is often referred to as smart growth.

Sustainable development goals and policies include the following:

Decrease urban sprawl:

- Promote compact, walkable, mixed-use development.
- Promote infill development
- Restore urban and town centers
- Limit non-contiguous (leapfrog) development
- Promote transit-oriented development

Protect open space and working landscapes:

- Conserve prime agricultural lands
- Conserve lands of scenic and recreational value
- Use open space to define urban communities

Protect environmentally sensitive lands:

- Conserve natural habitat lands
- Preserve habitat connectivity
- Minimize impact to watershed functions, including water quality and natural floodways
- Avoid natural hazards

Create strong local and regional economies:

- Encourage jobs/housing balance
- Provide adequate housing for all income levels
- Encourage the expansion of telecommunications infrastructure
- Provide a fair and predictable land use planning process

Promote energy and resource efficiency:

- Support energy- and resource-efficient industries
- Promote waste reduction programs, such as recycling
- Promote alternative forms of transportation
- Promote energy- and resource-efficient buildings

Promote equitable development:

- Require fair treatment in the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies
- Promote mixed-income housing development
- Promote alternative transportation options to increase access
- Promote economic opportunity for all segments of the community
- Protect culturally significant sites

Transit Oriented Development

Cities and counties should promote more livable communities by expanding opportunities for transit-oriented development (TOD) so that residents minimize traffic and pollution impacts from traveling for purposes of work, shopping, school, and recreation.

TOD is defined as moderate- to high-density development located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities. TOD encourages walking and transit use without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use (*Statewide Transit-Oriented Development Study: Factors for Success in California*, California Department of Transportation, 2002).

A well-designed, vibrant TOD community can provide many benefits for local residents and businesses, as well as for the surrounding region. Compact development near transit stops can increase transit ridership and decrease rates of vehicle miles traveled (VMT), thereby yielding a good return on transit system investments. TOD can also provide mobility choices, increase public safety, increase disposable household income by reducing transportation costs, reduce air pollution and energy consumption rates, help conserve resources and open space, assist in economic development, and contribute to the housing supply.

TOD is a strategy that may help a community achieve its general plan goals related to circulation, housing, environmental quality, and economic development. Additionally, by improving access to jobs and housing and revitalizing existing neighborhoods, TOD can be a tool for promoting environmental justice.

SCAG Staff Contact: Mark Butala, (213) 236-1945 or Jacob Lieb (213) 236-1921

MEMO

Date: October 14, 2004

To: Community, Human and Economic Development Committee

From: Joseph Carreras, Lead Regional Planner
(213) 236-1856, Carreras@scag.ca.gov

RE: Land Use Opportunity Tracking System (LOTS): A Compass implementation tool for Local Government

RECOMMENDATION:

Information only.

SUMMARY:

Staff will demonstrate LA LOTS - lots.ucla.edu, a web-based tool to reduce infill development barriers.

BACKGROUND:

LOTS is a comprehensive web based information portal for land/development analysis, specializing on the City of Los Angeles, but also covering the County of Los Angeles and its many communities. The interactive portal provides a platform for users to query as well as map areas that might be appropriate for infill housing development. The site also provides "point and click" data, charts and tables, uses assessor's data and aerial photos and focuses in on development opportunities around transit stations.

LOTS was developed as a pilot program through a State Housing and Community Development Department's Inter-regional Partnership for Job Housing Balance program involving SCAG, UCLA's Advanced Policy Institute and the Greater Economic Alliance of the Antelope Valley (GAVEA).

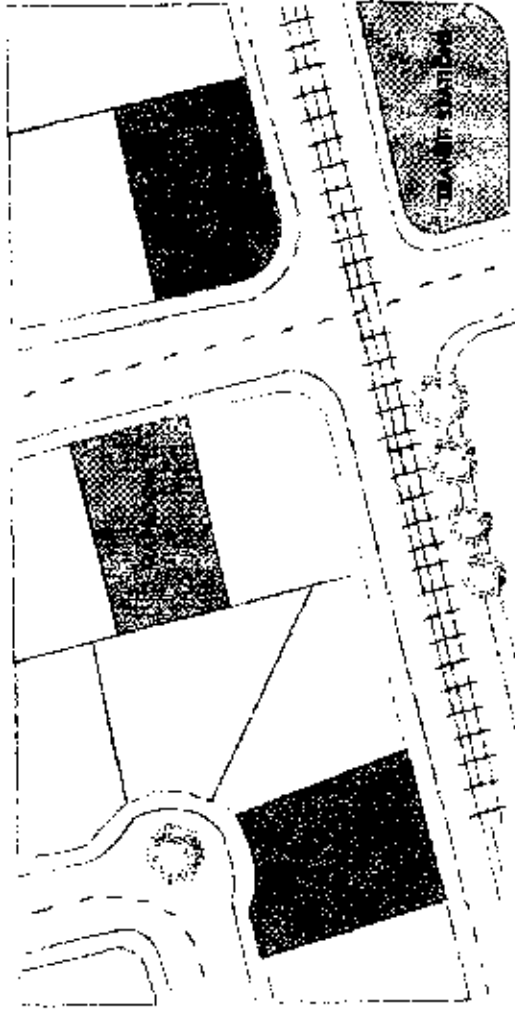
The accompanying presentation slides provide a step-by-step introduction to LOTS. Neal Richman, Ph.D., Director of the UCLA Neighborhood Knowledge Research Center will provide the Committee with an on-line demonstration of the website, answer questions related to its major features and identify potential applications for Compass growth visioning. The next challenge for the region is translating the broad goals and recommendations from the Compass process into the identification of specific housing development opportunities that can limit sprawl. New internet-based mapping systems, like LOTS, provide a number of promising features at this planning stage.

First, users can move from the regional to the block and parcel level with just a few clicks of the mouse, thereby improving our understanding of the connections between the local and the regional. Second, because of the ease and interactivity of these systems, new infill development opportunities can be found. With overlays of data, users can quickly identify promising centers for transit-oriented development, neighborhoods with rising numbers of minority homeowners, and even local "nuisance properties" that residents want to see redeveloped. Finally, beyond planning purposes, these new web tools can provide a vehicle for marketing infill sites to developers interested in exploring new housing models.

The LOTS information system is the first of its kind in the nation. Recent presentations at Railvolution and the National Congress for Community Economic Development, received enthusiastic responses. In November, UCLA will present LOTS in New York City, responding to an invitation by New York University and City's Department of Housing Preservation and Development.

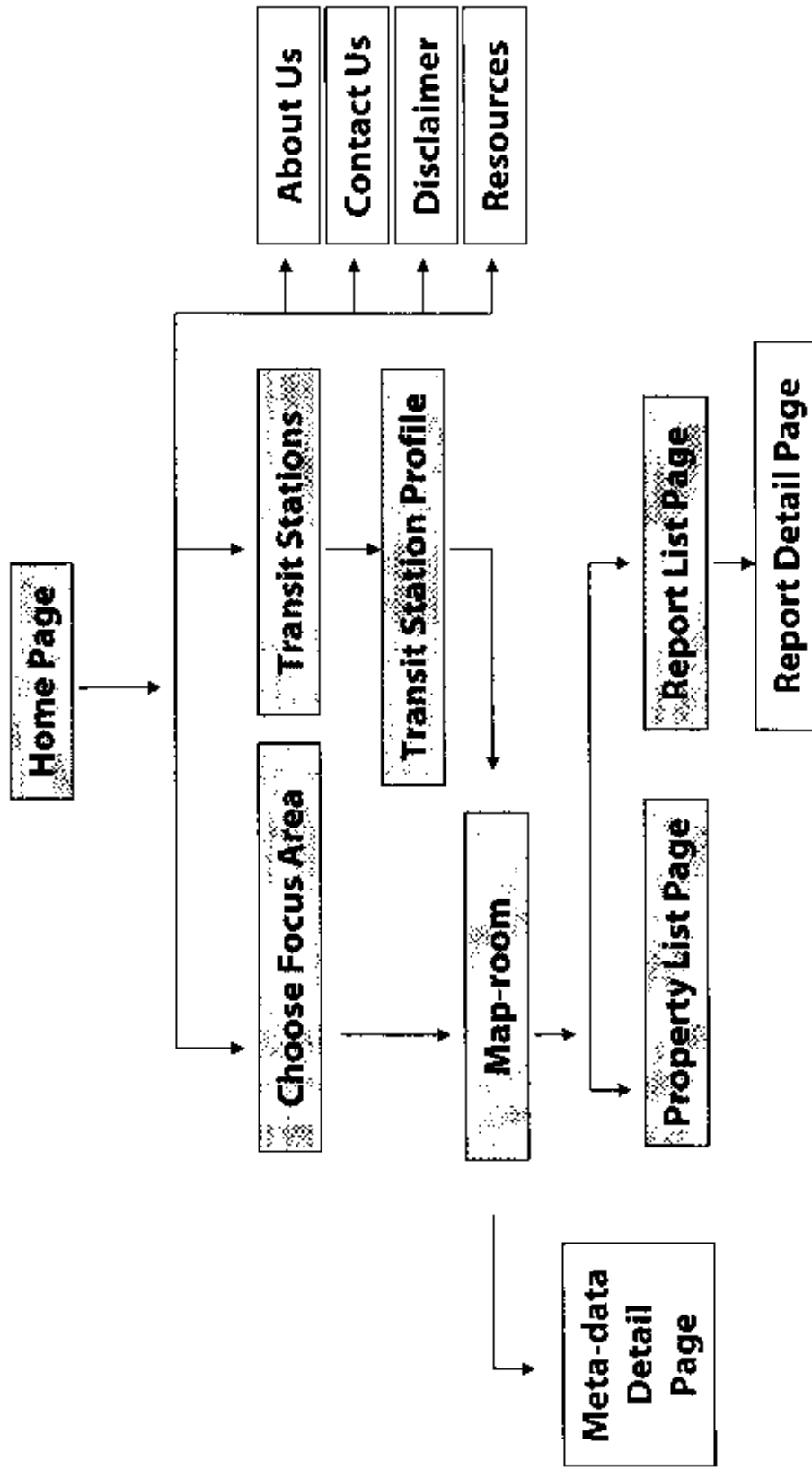
This interactive mapping system is designed as a comprehensive information portal to support infill development through efficient use of available resources, within the City of Los Angeles and the region.

NEWS



About LOTS

LA LOTS will serve as an interactive web portal that addresses the issue of information barrier in promoting infill housing development by providing a rich database and a platform which allows users to query as well as spatially map various characteristics that provides information on potential for infill development.



Zoom to Zipcode Co.



MAPROOM

[More about this section](#)

[Geography](#)

[Points Theme](#)

[Color Theme](#)

[Crosshatch Theme](#)

[Other Data](#)

Pick your geographic focus

Choose the geographic type that you would like to base your search on. The system provides zipcode as the default but you can also select address or parcel, if you would like to search for a particular property. If you would like to look at entire city, choose city from other geographic options

[Zoom to a Zipcode](#)

[Head to the finding street map tool](#)

Examples
0 0 0

[To Maproom](#)

Other Geographic Options

- [Country Code](#)
- [City Code](#)
- [Zipcode](#)
- [State](#)
- [Parcel](#)

Maproom:
Choose Geography

[About Us](#) | [Contact Us](#) | [Disclaimer](#)

Other Zoonotic Outbreaks



[More about this section](#)

[Geography](#)

[Points Theme](#)

[Color Theme](#)

[Crosshatch theme](#)

[Other Data](#)

Color Theme

Display gradations of color on your map based on an indicator you choose.

Quantile Base

☐ State of California

☒ County of Los Angeles

Number of Classes

Choose the number of breakdowns or classes you want for your indicator

Color Palette



Demographic

To Map

Housing

To Map

Economic

To Map

Lending

To Map

Transportation

To Map

**Maproom:
Choose Theme**

7nm to Zipcode Co

Points Theme

• ☐ Transit Stations

Label Icons

• ☐ Color Theme

+ ☐ Grosshatch Theme

+ ☐ Renter households paying 30% ~ 49% of their income as Rent (Percentage)

+ ☐ Top 25 Percentile 31% ~ 100%

Other Dataset

Land Use
Residential
Commercial and Services



Zoom In
Zoom Out
Parcel
Street
Block
Neighborhood
City
County
Zoom Out

Map Size
[] [] []

Los Angeles County Aerial Photography
(Viewable at Street level and below)

Los Angeles County Parcel Boundary
(Viewable at Street level and below)

Metro Rail Line

Community Redevelopment Area

Historic Area

Land Use
(Viewable at Neighborhood level and below)

Clicking on the map will:

☐ Identify Point Data

☐ Data and Chart

☒ Repcenter

☐ Repcenter and Zoom In

☐ Repcenter and Zoom Out

Maproom Neighborhood Analysis



[More about this section](#)
Geography

DATA & CHARTS

Pick your geographic focus

Please select the geography type to define your search and to access data for your area of your interest.

Zoom to a Census Tract

State	County	Census Tract Number
California	Los Angeles	

Example:
203010

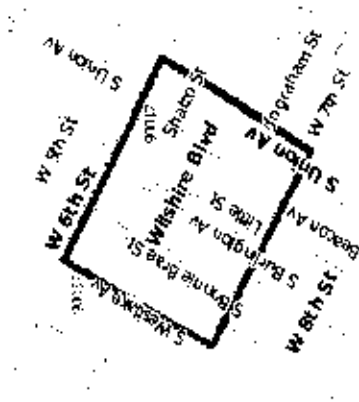
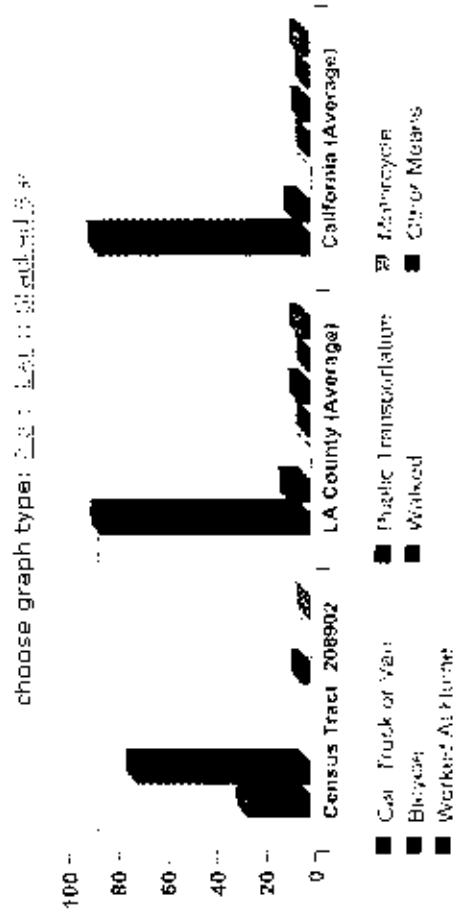
[To Data & Charts](#)

Other Geographic Options

- [Zip Code](#) Part
- [City](#)
- [County](#)
- [City](#)

**Data and
Charts**

Workers' Means of Transportation



[More about this section](#)

[Geography](#)

[Indicators](#)

1

		Census Tract: 208902	County	State
Workers: Car, Truck or Van (Percentage)	Total	26 %	170,316	598,971
	Average	26	84	86
	Percent	26%	84%	86%
Workers: Public Transportation (Percentage)	Total	70 %	15,724	37,566
	Average	70	8	5
	Percent	70%	8%	5%
Workers: Motorcycle (Percentage)	Total	0 %	288	1,442
	Average	0	0	0
	Percent	0%	0%	0%
Workers: Bicycle (Percentage)	Total	0 %	1,271	5,734
	Average	0	1	1
	Percent	0%	1%	1%
Total		7 %	6,520	21,210

Data and Charts



TRANSIT STATIONS

[More about this section](#)
Transit Stations

Pick your Metro Line Station

Choose a transit station from below to view a profile report on the area surrounding the station.

Blue Line

Choose a station for report

To Report

Gold Line

Choose a station for report

To Report

Red Line

Wilshire/Normandie Station

To Report

Green Line

Choose a station for report

To Report

More about this section:
 Transit Statistics

#Name of Transit Station#

This section provides profile of area surrounding the transit station.

Demographic

Age, sex, race, ethnicity, income, education, employment, and other demographic information.

Housing

Number of units, type of housing, ownership, and other housing information.

Economic

Unemployment rate, poverty rate, median household income, and other economic information.

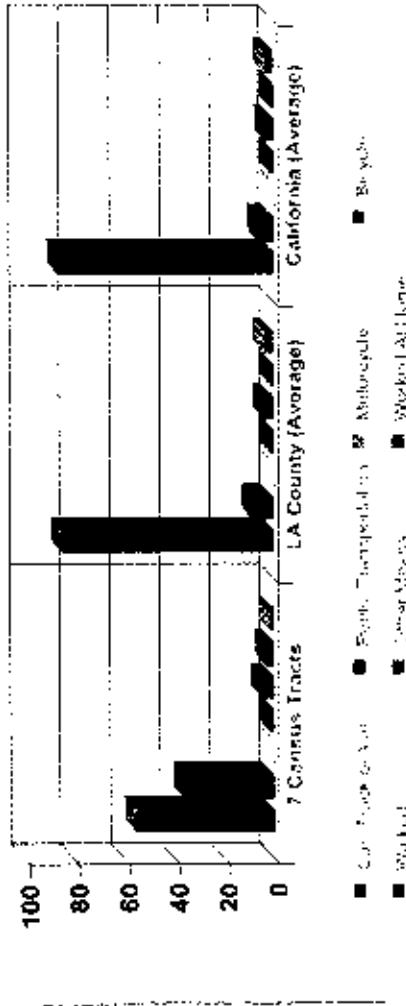
Land Use

Land use patterns, including residential, commercial, industrial, and other land use information.

Transportation

Mode share, transit ridership, and other transportation information.

[More about this section](#)
[Transit Stations](#)



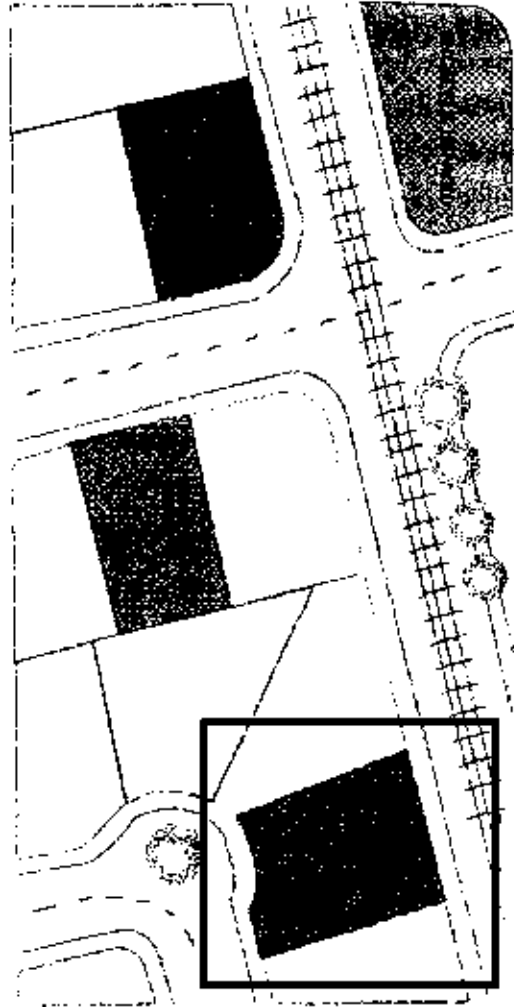
4

	7 Census Tracts		County		State	
Workers: Car, Truck or Van (Percentage)	Total	330	170,316	598,971		
	Average	55	84	86		
Workers: Public Transportation (Percentage)	Total	214	15,724	37,566		
	Average	35	8	5		
Workers: Motorcycle (Percentage)	Total	1	288	1,442		
	Average	0	0	0		
Workers: Bicycle (Percentage)	Total	7	1,271	5,734		
	Average	1	1	1		
Workers: Walked (Percentage)	Total	27	6,520	21,210		
	Average	5	3	3		
Workers: Other Means (Percentage)	Total	15	1,635	5,728		
	Average	3	1	1		
Workers: Worked At Home (Percentage)	Total	9	6,749	26,858		
	Average	2	3	4		

Transit Stations – Aggregated Data

This interactive mapping system is designed as a comprehensive information portal to support infill development through efficient use of available resources, within the City of Los Angeles and the region.

NEWS



RESOURCES

Infill Studies & Reports
Resources
Data Variable
Description
Data Source Description

Infill Studies and Reports

This section provides access to some of the additional resources such as studies, reports, initiatives etc. so as to keep the users updated on new developments.

I. A Brief Study of Infill and Redevelopment Opportunities Near Transit Stations.

The following summarizes the brief study of the redevelopment potential around two station areas

- 1. Wilshire Boulevard around the Vermont and Alvarado Red Line Stations.
- 2. North Hollywood Red Line Station.

completed by Fregonese Calthorpe Associates (FCA) for the Southern California Association of Governments (SCAG).

Access Report | Scaggs Power Plant

II. City of Los Angeles: Smart Growth Housing Initiatives.

The following provides an overview of the different initiatives under taken by the City of Los Angeles to promote Smart Growth and to provide for more infill housing in the region.

Access Report

III. Encouraging Transit Villages.

While support for smart growth and transit-oriented developments is growing, most developers still perceive these projects as high risk. By creating incentives for developers to build TOD and smart growth projects, cities and counties can help lower the risk for developers while encouraging efficient land use and the creation of urban transit villages.

Access Report

IV. A Closer Look at the Blue Line - Building Communities Around Transit.

CITY OF LOS ANGELES SMART GROWTH HOUSING INITIATIVES

ADDITIONAL HOUSING

The city received a lot of interest in the Smart Growth Housing Initiative. The initiative was designed to provide a framework for the city to address the housing needs of the city. The initiative was designed to provide a framework for the city to address the housing needs of the city. The initiative was designed to provide a framework for the city to address the housing needs of the city.

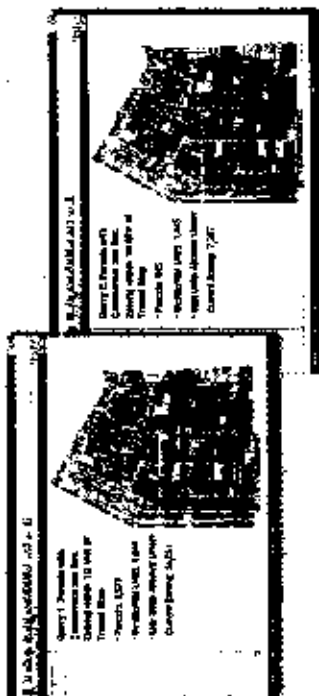


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L.A. LOTS

Land Opportunities Tracking System

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NEWS

